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Cover: *The Reverend Jake Nicholls is back from injury and already hauling ass – welcome back to the track old chap*

© Sully

Contents: *There's the box and then there's the place where Nuno does his thinking – Nate Adams caught on camera times two...*

© Nuno Laranjeira

Contents

Regulars

- 012 News**
A high octane mix of dirt bike drama, one smokin'-hot comp and enough opinion to literally confuse a million minions
- 025 Pro Probe**
Ben 10 (+91) answers all of your questions
- 027 Mano o Mano**
Nathan Farter and Fartin' Barr blast their bowels in this most gaseous of game shows
- 029 Blarney**
A steaming pile from the Emerald Isle
- 031 Jonty's Box**
Soapbox drama from our enduro piranha
- 032 Stuff**
Enough new prods to please dirt-biking gods
- 060 Perrett Project**
Jeffro goes with the EBB and flows
- 080 Burnicle's Beat**
Sir Jack takes us back to meet the original member of the Hansen clan – mmmhob!
- 090 Walker's World**
As a potato-loving Irishman Geoffers just loves his carbs – here's one of his favourite recipes for keeping your four-popper's fuel delivery device running buttery smooth...
- 094 DBR Stateside**
The indoors is out and the outdoors is in as gun-slingin' Steve Cox blows through NorCal, Texas and the City of Sin...
- 129 Rage**
Mike Gurney finds it's fun to ride with the Corsham SSC, talks BSEC with young gun Jamie McCanney, gets a little extreme with Honda's four-strokers and then delivers a box-tickin' race round-up of mass destruction!
- 136 Mac211**
Billy hunts down the leaders in the Aussie Nats, gets hot for Speedy Reedy, blows any idea of buying a boat outta the water and gets set to welcome cousin Bry for a flying visit Down Under...

Features

- 038 Monster Ball!**
Get ready for the greatest show on earth as Nate Adams and a hand-picked selection of FMX legends prepare to take Cardiff's Millennium Stadium by storm
- 044 BT Vision!**
Ben Townley's back in Europe and on a mission to return to the top of the GP tree!
- 054 Flat Beat!**
One of the USA's oldest forms of off-road motorcycle sport is one of the UK's newest – welcome to the wonderful world of flat track
- 068 Six of the Best!**
Jeffro takes the 2012 KTMs for a spin to find out if they've got what it takes to win
- 074 Straight Eight!**
More 2012 KTMs – this time the full enduro range gets ridden by Robert Lynn who I'm told is no relation to Dame Vera
- 084 Born in the USA!**
The life and times of Scuba Steve Clarke – an Englishman who loves all things American
- 108 Comeback Attack!**
Si Wakely's back and stirring up a hornet's nest in the off-road world

Reports

- 116 MXGP**
Come with me across the deep blue sea to the land of the free where you will see a pair of GPs and some shrubs and trees and men with boobies who strangely please and give unwelcome woodies to Anthonys with dodgy knees...
- 120 Red Bull Pro Nats**
It's no Cornish nasty as Brad Anderson and Elliot Banks Browne beat off the RBPN regulars at lovely Landrake
- 122 BSEC**
With Knighter not riding the win's up for grabs as BSEC action heads to Enduroland in naughty Northamptonshire



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COMMENT

When I was a kid I was always impatient. I wanted everything right there and then and could I kick up a fuss if I had to wait. I would do everything as fast as I could – all well and good if you're a schoolboy MXer, not so good if your off-road discipline is trials. It was a regular occurrence for me to be back at the van, my four laps done and dusted, while the rest of the entry were still on lap three discussing how the line on section six had subtly altered. Or something like that. It did mean I often surprised my dad in the act of eating the contents of my booty box, a tell-tale flake of chocolate from a hastily wolfed Texan bar caught in his beard as he reached for a post-feed roll-up. It also meant I never won much.

Nowadays, three decades later, I'm still an impatient sod. Put me behind a steering wheel and within half-a-mile I'll be turning the air blue because the little old lady in the Micra in front didn't just demonstrate the reactions of a fighter pilot at the junction where I've been waiting for all of three seconds. My mates laugh at me for my shows of stropiness, my better half just rolls her eyes and her 12-year-old son repeats the latest profanity under his breath, locking it into his memory until he can get home and Google it (he was gutted to discover that 'scrofulous' isn't a sexual swear word)...

It's a good job that the older I get the quicker the world seems to turn – that way I don't have to wait as long and 'now' comes round a lot quicker. How else do you explain that we're still not even halfway through the year and the Maxxis British MX championship is past the halfway mark, KTM have already launched their 2012 motocross and enduro range and next year's Kawasakis and Husqvarnas are about to be unleashed on the waiting world?

Of course, I blame the internet. There was a time when you'd have to wait for Friday's TMX to come out to find out what happened at the previous weekend's GP but these days you can check out the quali times as they're posted and watch all the action as it unfolds absolutely live. Unfortunately, with high-speed broadband comes high-speed expectations so when my monitor isn't instantly filled with the info I'm looking for the moment I click my mouse I find myself mentally back at the junction behind the cottontop in the Micra.

So it's a good job that we seem to have got the all-new website pretty much glitch free. I'm not big into blowing my own trumpet – insert flexibility joke here – but I'm proud of what the whole team's achieved with www.dirtbikerider.com and dirtZone. The site looks great, is updated constantly – with some proper 'bespoke' content, not just rebadged press releases – and our bestest buddies at TooFast Films have scored some serious scoops. I trust by now you've all checked out Max Anstie's freestyle rap. That dude is gangsta, sorry, gingsta!



Tomac gets toyed with as the West Coasts Lites title goes down to the wire

NEWSH UND!

A DELICIOUS GRAVY-INFUSED DOLLOP OF DIRT BIKE DOG CHOW WIPED STRAIGHT FROM THE SNARLING CHOPS OF DEPUTY DAWG...

With the British national race schedule being gapppier than Madonna's front teeth right now you'd think there'd be little news or gossip to report on this month but au contraire my dirt bike loving dirt bike lovers, au con-fricking-traire...

Race fans of a certain age will remember the time when you had to wait until TMX came out on a Friday morning to find out how Thorpey had got on at the weekend or if RJ had beaten Wardy in the week before last's supercross encounter. But nowadays with the internet, satellite TV, bugging devices and stuff it's possible to see what's happening on the other side of the world as it happens. How awesome is that?

Between my Motors TV addiction and the World Wide Web I've logged more hours of MX viewing than sleep this month and it's a wonderful thing. So what have I seen to report on? One AMA SX, two GPs and two AMA Nationals – all from the discomfort of my own living room!

As well as making for great viewing the final round of the AMA Supercross series at Las Vegas triggered a torrent of threads on internet forums across the world all discussing the same topic – was Eli Tomac robbed? On first viewing I honestly thought, yup, he's been done over like a kipper by those pesky bullies – Josh Hansen, Cole Seely and Kyle Cunningham – but after a second Sky+ look it's plain to see that Eli lost the title by not jumping the triple on any of the final three laps. Although Seely and Cunningham screwed with him they didn't screw him – he lost the majority of time and places by double-singling and that's what handed the championship win to The Tickler aka Broc Tickle.

All that drama aside it was nice to see Kenny Roczen score his maiden AMA SX win in among

the west coast choppers. January '07 Rage cover star Blake Baggett took the East Coast Main Event while Justin Barcia claimed the East Coast title and Ryan Sipes took the East/West Shootout. In the fo-fiddy class Chad Reed won the battle while Ryan Villopoto won the war in what was rather an exciting end to the soup lacrosse season.

You can catch up with what happened at Vegas and outdoors – both in the GPs and in the AMA – later in the mag so I'm not gonna harp on about it now although I have got to point you towards the videos section on www.dirtbikerider.com where you can see what happens when Brazilian privateers land in braking bumps. Close miss for the Youthstream camera man there...

Also available to watch online at www.dirtbikerider.com is the Justin Barcia crash that ruined Marvin Musquin's season. Say whaaat? Yup, a relatively uninteresting Barcia wash out turned nasty when the rear end of his Geico Honda bounced off a haybale and came straight back into the track to whack the double MX2 world champ right in the kisser. Pow! It's a butt ugly accident that you've got to see to believe but the outcome is this – a broken thumb for Musquin means he ain't winning the outdoor title in his rookie AMA season. C'est la vie, mon ami.

Also suffering some ***t luck is Buildbase CCM's Tom Church who has been MIA thanks to an AC Joint injury picked up when team-mate Stephen Sword wiped him out at the last round of the British. With team-mates like that who needs enemies? TC should be back for the Maxxis at Desertmartin provided the SS doesn't smear him across a practice track during a CCM team testing session sometime before his comeback.

Speaking of comebacks, James Noble makes a return to competitive action on June 12 as the

Sean



Gareth Hockey checks out the beach at Swansea-super-Mare

Red Bull Pro Nationals return to the most picturesque track in the UK – the awesome Skelder Bank that overlooks Whitby. We're not sure what Nobby'll be riding just yet but whatever, it'll be nice to see him out on the track again after sensationally quitting the sport to run the family business.

Staying by the sea for a moment, the Weston-super-Mare saga gets weirder and weirder as the initial contract winners to run the event – Events 22 – failed to meet the guidelines originally set out by the North Somerset council when the ACU refused to issue them a permit to run the race on the dates planned – **October 7/8/9**. D'oh!

Luckily for the future of the beach blast the tender's been put out again although the clause requiring an ACU permit has been changed so the event can be licensed by any established regulatory body. Failing a successful last minute swoop by the AMCA expect the Weston race – that's the one actually at Weston – to be run by Events 22 under the rules and guidelines of the MC Federation. For up to date information and entry details for this race log on to www.e22westonbeachenduro.com.

Meanwhile RHL's Weston Beach Race at Swansea is still set to go off on the same weekend as the Events 22 bash and promoter Gareth Hockey's been a reet busy beaver. A six kilometre circuit is planned for the sandy expanses of Swansea beach and there'll be all the usual events, attractions and shenanigans that are normally associated with the Weston event which Hockey has run rather successfully for the last few years. Entries are now open so get yourself online and head along to www.wbruk.com for more details and to get an entry form of course.

A few more events to look out for on the horizon

are the Monster Energy Extreme Freestylers orchestrated rock n' ride masterpiece at Cardiff's Millennium Stadium on **July 2** (see page 38 for a brief rundown on that), the UK round of the World Trial Championship at Fort William on **July 31** and also the British Motocross Grand Prix at Matterley Basin which runs on the weekend of **August 20/21**.

The Winchester venue is no newcomer to top-line MX events as a previous host to both the British GP and Motocross des Nations in 2006. This year's event will be the 13th round of the MX1 and MX2 world championships which by that point should be reaching boiling point. For more info, facts and figures head online to www.britmxgrandprix.com.

If you've grabbed the holedshot on getting this copy of DBR and you're reading this before June 12 and you fancy doing something for a great cause while riding your dirt bike how about heading darn sarf to Elvetham this weekend to take part in the SMX Motocross Marathon which is set to raise funds for a young racer called Patrick Stott who was badly injured in a racing accident a couple of years ago.

The aim of the day is for everyone to have a whole lot of fun while raising enough cash to buy a specially equipped van for Patrick so he can get out and about more frequently with his family. For more information on this event give its organiser Tony Ford a yell on **01903 265738**. If you're reading this after **June 12** but still want to support the cause I'm sure Tony will be only too happy to take a donation.

And finally, I'm all for Monster Energy models having enhancements and that but this Brazilian 15-second board dude is taking the biscuit because there is no way that those lovely jubbies look right on that bloke's chest... 🐾

Reckon there's a pair of something else a bit further south?



© Ray Archer

Marvellous Marv – pre-damaged digit

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TC's on the sick list after an enthusiastic pass by team-mate Swordy...





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EKS Brand are currently the winningest goggles in the 2011 British motocross championships thanks to the full-throttle antics of Bike It Cosworth Wild Wolf Yamaha star Zach Osborne! The #338 racer from West Virginia has taken the UK by storm and we fully expect Eks Brand eyewear to do the same.

The GOX motocross goggles are designed in California by racers for racers and that's probably why they perform so brilliantly out on the track. They fit well with every helmet we've tried them with so far and the 17mm thick four-layer face foam seals awesomely so you don't get any unwanted roost rattling around inside your peeper-protectors during those super-long 10-minute motos we seem to be getting too many of this season. As well as performing like legends the range of Eks Brand products look super sweet with their bright-coloured frames, woven straps and super-sick coloured mirror lenses that are guaranteed to psyche out the competition.

Because we're so pumped with these great goggles we've teamed up with the UK importer Illumin Distribution – (www.illumindistribution.co.uk) who also bring in Beer Optics and Snatch underwear – to offer two of our lucky

readers the opportunity to win a pair of GOX goggles that are signed by current British MX2 champ Zach Osborne. And because we're so generous we'll even chuck in an unsigned mirror lens too so you can wear your Eks Brands without having to peer through Zach's tag. Cool huh?

So to be in with a chance of winning some sweet-ass signed goggles we want you to answer a really easy Zach Osborne-related question – what is Zach Osborne's race number?

Is it:
A: 45
B: 388
C: 338
D: 715

When you've found the answer head online and log onto www.dirtbikerider.com or use your smartphone to scan the **QR code** that'll transport you directly to our home page. Once you're there click on the competitions link, fill in the fields and hit transmit. The competition closes on **July 7** with the first two correct answers chosen at random after this date winning the loot (provided The Bear hasn't guzzled 'em – lenses and all).

dirtZone



BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE
DIRT BIKE RIDER ARCHIVES



July 1999:

With the 2011 event just a couple of months away, let's turn back the clock to the 1999 British GP at Foxhill where cover star Jamie Dobb gave the home fans something to cheer about over a super-sh*tty weekend with second overall in the 125s, a finish matched by Paul Cooper in the 250cc class...



June 1991:

A full eight years before Dobby's Foxhill triumph we had Rob Herring styling it up on the cover on his 250cc factory Honda as inside we tested a bunch of quarter-litre strokers, reported from something called the 'British World Trial' – apparently there's one most years – and chatted to DT about his horror crash at the Swiss GP.

To trawl through more back issues of DBR simply scan your smartphone over the **QR code** opposite or hook your PC up to www.dirtbikerider.com and click on the Digital Vault button – new issues are constantly being added so keep checking back...



THE REVEREND

HARD AT IT!

JAKE'S ALL HEALED AND MAKING UP FOR LOST TIME AS HE FIGHTS TO GET HIS GP AMBITIONS BACK ON TRACK...

Words by Jake Nicholls Photo by Suttty

Hi everyone, I hope you're all good. This month has been pretty busy but simple for me, just riding and training plus a bit of resting. Can't complain though – it's been a dream especially after the last two months I've had.

When I last wrote I had just pretty much got the all-clear to get back on the bike which I did on the following Sunday at a local track to me called Blythburgh. It was prepped lovely, especially after the drought that our area has been through recently. There aren't many tracks about at the moment that aren't like dust bowls. It was a mint day riding and I was so happy with how my ankle was – it didn't hurt at all and after some ice that evening it was back to being normal.

My mechanic Wayne and Cam Dillon (BT's man friend) came over on the Monday and I had a little ride at my track which was bone dry but I couldn't resist it. I would be lying if I said I didn't case every jump on the track the first time I tried them but I got my head around it and enjoyed it. Ben and his family came over the next day and for the next two weeks we did everything together and put some good hours in on the bikes – the majority of them at FatCat which was in awesome condition even we went. Check that track out if you can – it's open until 8pm on Wednesdays. Gold!

It's been great being back on the bike and I'm really enjoying the 250 SX-F. Wayne was over for the two weeks too and we got some good work done on the bike, trying different bits and pieces and adjusting all the time. It was mega having him over as well as BT to ride with and I couldn't have asked for a better first two weeks back on the bike.

That Saturday everybody left and Wayne had left my bike all prepped. I went round my mate Tom's for some grub and his ole man asked why I wasn't racing the next day and I didn't really have any answer for him other than that I was going practising. On the way home I asked myself the same question so I decided to do it after that. I got up at 7am and whispered through the door to mum that I was racing, loaded up the van with my bike and gear plus a seriously hungover girlfriend and we turned up at a track called Wattisfield Hall and had ourselves a day of Eastern Centre racing.

It was good fun and good for me to ride a hard pack track with some slight undulation against 450s. The start was uphill and grassy and I got two holeshots and one second place start so that was sweet. I rode pretty well all day apart from being a little tight. Our local chump Syd Bales gave me a good run in one race while I was coming through the lappers. It was a good

day nonetheless and I went to bed with my pup Jeff knowing that I'm not going to see him for a while as the next day I spent cleaning my bike and packing my kit and van ready for Belgium where Blu and I are moving to for the rest of the season.

We had the transporter loaded to the brim with all the stuff and hit the road. We are sharing the house with Ben and his wife Lucy plus their young lad Levi who is one-and-a-half along with Cam who has a younger mental age than Levi. After spending the first few days getting settled in and getting stuff organised I went riding at Genk – the former GP track – but it was terrible. The track was in good nick but there were about 120 people in each class plus sidecars and a few quads so I did six laps and sacked it off. Came home and went for a sweet mountain bike ride with Cam and our next door neighbour (and factory Suzuki technician) Roy so that cheered me up for the evening.

The next day we rode again at a quick hard pack track with some quick guys and I felt good. Friday I went riding at an illegal place that's in the woods and is rough as as*holes just for some more time on the bike as Lommel was closed. Went for a run on Saturday morning before getting ready to go racing the next day at Kester which is near Brussels for a round of the Belgian championship.

I got put in with the Open class as international riders can't go in their MX2 class for some weird reason. I was excited about riding this track as I had vivid memories of watching my first ever GP there in 1997 – I was only seven but I carry those memories with me to this day as from then onwards that was what I was aiming for. The meeting went really well for me and I ended up seventh overall and first MX2 bike home by quite a way. It was tough against the big bikes and the track was very rough after two days of racing on it plus sidecars and quads too. My speed felt good and I was very impressed with my endurance as there were three races – the first one was 20 minutes plus a lap, second race was 25 minutes plus one and the third was 30 minutes plus one so it was always going to be a good test for me. The last race was my best!

The real test is this coming weekend though at the French GP at St Jean d'Angely as it will be my first big race back. I'm looking forward to it though and I will give it 100 per cent as usual. I rode all day in the rain today to clock up the extra hours that some may not have. Look forward to seeing you at the races.

Go hard #45





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2011 DATES & VENUES

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ROUND 3 11TH & 12TH JUNE - WHITBY
ROUND 4 30TH & 31ST JULY - CANADA HEIGHTS

ROUND 5 27th & 28th August - Hawkstone Park

ROUND 6 3rd & 4th September - Desertmartin, NI ROUND 7 24th & 25th September - TBC

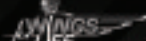
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BLOOD SWEAT AND GEARS

Welcome, race fans, to your monthly fix of Blood, Sweat and Gears.

After the usual last-minute dash to find my passport, I'm writing this month's column from the departure lounge of Birmingham International Airport, awaiting my flight to Malaga.

Although I hope to find some time to enjoy this beautiful Spanish city I haven't packed a bucket and spade – I'm actually going to be doing some filming for the show. We're off to do a piece on the ToroTrail – a great way for people to dip their toes into the world of off-road biking. The idea is that you can just turn up and everything is laid on for you to sample the delights of off-roading in a friendly and relaxed setting. It sounds like a lot of fun and I personally can't wait to have a go.

I hinted last month about big things to come for Blood, Sweat and Gears and now I can finally reveal what my cryptic ramblings meant. And it couldn't be more appropriate that I'm writing to you from an airport as this news certainly has an international flavour.

Blood, Sweat and Gears is spreading its wings (excuse the pun). When we return shortly we'll be shown in 52 countries across Europe. In fact, believe it or not, your favourite off-road show will be beamed into over 95 million homes.

I can't tell you how proud I am considering our humble beginnings just two short years ago. Right from the start our goal was to promote British off-roading as a sport not just for the pros but also for the club level and youth riders. And now we have the chance to do this on an international stage.

I hope this will be a massive boost to the UK industry. It's going to be a great platform to show other countries the depth of talent we have right throughout the ranks as well as an opportunity for promoters to bring in bigger outside sponsorship to help lift the sport to even greater levels.

We're also introducing a lot more fly-on-the-wall style features to give the viewers a bit more of a human interest dimension to the show. Showing race after race may appeal to existing fans but it's always been the goal of Blood, Sweat and Gears to promote the sport and bring new enthusiasts into the fold. We're hoping that some of these features will give the casual viewer an insight into the off-road world in the UK and attract new fans to the sport we all love.

It's an exciting time for us here at Blood, Sweat and Gears and we're grateful to all of you for watching the show, giving us great feedback and encouragement and helping us to achieve a level of popularity that has allowed this to become a possibility, not just a pipe dream.

Until next month, ride safe...

Paul Minihane

BLOOD SWEAT AND GEARS will be back on the Extreme Sports Channel (Sky 419/Virgin 527) soon. Check listings for details.



CROCKSTAR

ALL TOGETHER NOW!

A FEW WEEKS AWAY FROM MOTOCROSS HAVE GIVEN GORDY A CHANCE TO KICK BACK AND REGROUP...

Words by Gordon Crockard Photo by Suttty

Wow! June! WTF? I've had a wee break from racing for three weeks now and I've enjoyed taking full advantage of the time available to regroup. I definitely would suck at life if I'd never been introduced to bike racing. The races give me a focus, a reason for being, a direction in which to channel my energy and ambition.

My next race will be a Red Bull Pro National at Whitby on June 12. I'm looking forward to it and have a positive approach to what to expect on race day. I have returned to a clean bill of health and enjoy getting out of bed now – for a while I was ill and had horrid whiplash. I have had time to improve my race bike and my confidence has moved up a level from the low I was previously drowning in.

Since my last race event on May 8 at Landrake, Northern Ireland has been graced with some harsh showery weather. However, I find this to be brilliant for practice track conditions as it gets the dirt way more similar to how it is prepared at race events. Our race tracks are either always watered or they are wet from rain. Whatever the case they certainly aren't bone hard and dusty dry like the usual practice tracks in the summer.

I've focused only on my bike riding and neglected the training side of my preparation. I have been off the pace and only constructive practice is going to correct that, not being fitter or stronger physically. Friday May 13 I competed in a 10km running race. I did it after four days on the trot of MX practice and didn't respect how fatigued my body was from the bike practice. I was satisfied at my performance until the 7.5km mark when without any warning I suffered god awful cramp in my leg. I was floored and couldn't continue until I'd relaxed the muscle and stretched out the cramp. I felt like a complete tube as all the runners who recognised me came by. Not a great advert for myself or the reputation of motocross fitness standards.

I went to the NW200 road race with my mates and rented a house for a week right on the course edge. It was our summer busman's holiday! We trained a bit (can't disclose how), went MX practising (can't disclose where), went out on the MTB off-road (round the garden), ran (the bath), worked through some yoga (stretching for the TV remote), sessions of

cardio plyometric (dancing to 'everyday I'm shuffling'), worked on tactics and choosing better lines (chat up lines) and spontaneous core strength training (laughing till your stomach hurts).

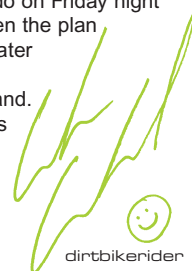
We did also go out to the Anchor Bar the odd night too but it was really just to develop our social dynamic skills so we are better equipped for interaction with our fans, podium girls and sponsors. I think each and every one of us has come home from the holiday as a more complete rider.

There was a grasstrack race on the Friday night and I talked my mate Kris Meeke into racing. He drives the WRC for BMW in their new Mini. He was crap at first but then really got the hang of it by the third race. He holeshot it and led before running out of petrol on lap four. I don't know how the guy who was fuelling his bike can live with himself – he must have been thinking he was on his holidays or something! Sorry Kris...

The actual day of the NW200 was a washout plus a bomb scare was phoned in and the paddock was evacuated. Thankfully it was a hoax. During the second race a rider's engine blew to bits and unknown to him left an oil streak up the track for nearly a mile. With the water being on the ground, cleaning up the oil was too much of a task for any racing to continue. It was a huge shame for all of those things to happen and it won't put me off going back in the future. I was very sorry to learn of the extent of Stuart Easton's injuries. I wish him a very successful recovery.

I love the fact that the AMA Nationals are being shown live. Chad Reed winning is awesome. I've been to the movies twice now to watch the IOM TT 3D film. It's ace and I hope to make it to the IOM TT races this weekend – not for a holiday but as a genuine virgin spectator. I have a supercross race to do on Friday night here in Carrickfergus and then the plan is to fly over on a little six-seater puddle jumper prop plane on Saturday morning to The Island.

I really hope the landing is better than the last time I was there! I'll keep that story for another time, if I survive! Jeez...



Juha Salminen's looking strong at the head of E1



SCORCHER!

THE WEATHER'S HOT AND THE RACING'S HOTTER AS THE EWC BOILS OVER IN SICILY...

Words and photos Jonty Edmunds

Hot, hard, dry and demanding – round three of the Enduro World Championship might have taken competitors to the picturesque Italian island of Sicily but with 35 degree heat, numerous technical trails and three super-tough special tests it's anything but a holiday for the world's best enduro racers.

For E1, E2, E3 and EJ championship leaders Juha Salminen, Antoine Meo, Mika Ahola and Antti Hellsten the event proves to be a good one as each rider maintains their respective series advantages to sit firm at the top of their class.

Husqvarna's Finnish duo of Juha Salminen and Matti Seistola ensure it's a memorable home round of the series for the Italian manufacturer as each claim a day win. Juha's first to stand on the top step of the E1 podium with a convincing win on day one while Seistola claims his first ever EWC win on day two as Salminen has a rare off day.

In topping the second day Seistola makes up important championship points having cruelly suffered a DNF earlier in the season. Bringing him

up to third in the championship, he settles in behind Salminen and KTM's Eero Remes.

Although a mixed event in terms of his results, Antoine Meo holds onto his lead at the top of the Enduro 2 class despite numerous falls preventing him from winning on day one. The top spot at the end of Saturday's competition goes to Johnny Aubert as the French KTM star muscles his way to a maximum 25-point haul.

Fresh and fast on day one, throughout day two Aubert struggles to perform at 100 per cent and fails to even make it onto the podium. In contrast Meo removes the mistakes from his riding that prevented him from challenging Aubert for the win on day one and tops the podium ahead of Spaniards Ivan Cervantes and Cristobal Guerrero.

Strengthening his advantage at the top of the E2 standings, Meo and his Husqvarna hold a 19-point advantage from Gas Gas rider Cervantes. With Aubert still down in sixth following his double DNF at round one it's Husaberg's Pela Renet that holds third.

SERIES STANDINGS

ENDURO 1

1	Juha Salminen	Husqvarna	142
2	Eero Remes	KTM	124
3	Matti Seistola	Husqvarna	109
4	Thomas Oldrati	KTM	97
5	Rodrig Thain	Honda	89

ENDURO 2

1	Antoine Meo	Husqvarna	137
2	Ivan Cervantes	Gas Gas	118
3	Pierre-Alexandre Renet	Husaberg	114
4	Cristobal Guerrero	KTM	94
5	Simone Albergoni	Husqvarna	94

ENDURO 3

1	Mika Ahola	Honda	144
2	Christophe Nambotin	Gas Gas	131
3	Joakim Ljunggren	Husaberg	105
4	Marko Tarkkala	Husaberg	96
5	Oriol Mena	Husaberg	91
9	David Knight	KTM	47

ENDURO JUNIOR

1	Antti Hellsten	KTM	145
2	Jeremy Joly	Honda	120
3	Jonathan Manzi	KTM	106
4	Benoit Fortunato	Yamaha	92
5	Mario Roman	KTM	92

Sherco's Fabien Planet



Another French rider to possibly push a little too hard on day one leaving himself feeling tired on day two is Gasser-mounted Christophe Nambotin. Finally getting the better of Mika Ahola, his day one victory seemingly comes at a price as on day two the Honda-mounted Finn trounces all in the E3 class to claim a commanding win.

But on day one Christophe's the rider to beat. Doing everything right in the tricky conditions Nambotin's more than pleased to have finally got the better of Ahola. Third goes to Swede Joakim Ljunggren on his Husaberg, just as it does on day two.

At the head of the E3 standings it's Ahola who holds firm as the four-time EWC champion shows no signs of faltering with his 2-1 result. Behind Ahola it's a mass of two-stroke riders led by Nambotin – 13 points adrift – with Husaberg riders Ljunggren, Marko Tarkkala and Oriol Mena close together. Of course, things would be very different if David Knight was racing but the Manxman's going to be out of action for a good few months yet...

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SWORDY

SADDLE TIME!

SWORDY AIN'T GIVEN UP ON THE BRITISH TITLE JUST YET SO HE'S BEEN PACKING IN THE RACES TO BRING HIMSELF UP TO SPEED...

Words by Stephen Sword Photo by Sully

Since I last wrote the Red Bull Pro National at Landrake was the next stop for me. It's a track I like and one that's always prepared really well. Overall, I ended up third with a 4-2 score – I was looking for better! I led the first race until about half-distance, made some mistakes, got arm pump and rode crap which caused me to drop back to fourth. Second race was better – following Brad home for second – but I was still a bit disappointed with my day.

I wanted to get more races under my belt so I entered the British Masters at Whitby. Ry and I headed up on the Saturday, Pete Rose (Jordan's dad) lives there and was kind enough to put us up in his flat for the night. I ended up getting food poisoning so felt not great on Sunday but I was happy with two third places under the circumstances. Plus it was a good bit of practice on the track before the Red Bull there in a few weeks.

On my weekend off we decided to take a break and head up to Scotland for a long weekend to celebrate my brother's birthday. We left on the Thursday night so that Ayrton would sleep the whole way – well, that was the plan anyway. Three-and-a-half hours into the drive he finally nodded off so we had an hour of peace! When we arrived my Auntie Karen had put the cot in her room so we could have a good sleep! However, he didn't wake until 8am so we were awake before him – that never normally happens for us.

On the Friday we went for afternoon tea in the Lake District with my brother and his girlfriend – minus Ayrton – so Jodie and I had an afternoon together which was much needed. It was lovely food and we found out it was where Paul McCartney proposed to Heather Mills. An expensive mistake for him! When we got back Kev and Fiona wanted Ayrton at their house for the night so once again a child-free time. It's the most sleep Jodie has had since he was born! Saturday we chilled and went for lunch and Sunday Auntie Karen made a massive roast dinner for all the family. It was a great weekend and a fantastic break.

We arrived back on the Monday when Jodie

had yet another scan. All's going okay with them both and she is getting a lot bigger! The baby is on the large side so the opposite to Ayrton but that's a good thing. She's getting a steroid injection to open the baby's lungs so once that's done we are in a very safe zone.

The following weekend I had a race at Little Silver which was great as I got more race time. With only the British and Red Bull series I don't race as much as I'm used to in the past with GPs. It was the Premier Phoenix Tools Championship and I was invited to ride by Barry Moore – cheers mate, I really enjoyed myself and found it a great day of racing.

I'm a bit late at filing this column as I wanted to mention the Rhayader evening meeting which I did last night. It consisted of three races that were only 12 minutes long so as I'm sure you can guess it was important to get the start. In the first race I got a win so that was a good start to the evening, second race I got second and last time out I had a fourth – not so great but considering I crashed three times in that one race not a bad result.

We then went and had a dash for cash which I always enjoy. I got out the gate fourth and managed to get to second but by then Brad had a big lead but it was a good race. Overall, the night was good and I am glad for doing all the extra races ready for Desertmartin.

I now have a few days where I need to do some painting as Ayrton is moving into the other bedroom ready for the new baby. We are going to get it all ready so that he is used to his new room and it's not a massive shock when the baby does arrive. We have already moved him into a bed which is a nightmare as he now will not go through the night so Jodie is tired and up a lot. Let's hope when I do my next column it's sorted as a two-year-old in your bed is not good!

I'm going to train hard and get back on track with my speed as I'm still not giving up on winning the British. After all I've been in a worse position and won before so all I can do is win and stay consistent. Have a good month everyone...

Braaaaap #2

Stephen Sword #2

ADOLFWEIL

AN APPRECIATION – 1938-2011

You can easily count the number of world class German motocross racers on the fingers of both hands. Paul Friedrichs, Willi Bauer, Rolf Dieffenbach, Hans Maisch, Pit Beirer, Max Nagl and Ken Roczen are all grand prix winners.

So too was the Iron Man of '70s grand prix racing. A forbidding figure with his wild curly hair and penetrating ice-blue eyes, Adolf Weil – who passed away on May 12 aged 72 – played a major role in establishing the reputation of Maico motorcycles for whom he rode throughout his glittering career.

Weil was born on Christmas Day 1938 in Solingen – 'City of Blades', the Sheffield of the Rhine valley, famous for cutlery and swords! A 14-time German national champion, Adolf became the first West German winner of a grand prix when, at the age of 30, he and his Maico triumphed in his home 250cc round at Bielstein in 1969.

Shifting to 500s, Weil won again round the fast, slick woodland circuit in 1971 on his way to third place in the world championship behind a huge contest between Roger De Coster (Suzuki) and Adolf's Maico team-mate Ake Jonsson. That autumn in America, Weil won twice in the annual Trans-Am championship and finished runner-up to current Suzuki GP team boss Sylvain Geboers, beating world champions De Coster, Joel Robert and Heikki Mikkola.

In 1973 Weil returned to the 250s and ran Hakan Andersson close. Victorious in the Austrian and Russian rounds, he ended the season just 20 points adrift of Yamaha's first world MX champion. Then it was back to the States where, on his 500 Maico, Weil pulverised the opposition in the Trans-Am, winning five out of seven races to thrash Gerrit Wolsink, Willi Bauer, American champ Pierre Karsmakers, De Coster and Andersson!

He stuck with the open classer in 1974 and scooped another West German GP and third in the world, this time behind that stupendous fight between De Coster and eventual world champion Mikkola. And in the red hot summer of '76, at the age of 37, the guy they called 'The Iron Man' of motocross did it again, claiming Maico's last 500 GP victory at Pernes les Fontaines in France and once more finishing a strong third in the series to duelling Suzuki team-mates De Coster and Wolsink. Weil then led West Germany to the country's first ever MX des Nations podium – third in the sand of St Anthonis, Holland, behind Belgium and the Netherlands with team-mates Dieffenbach, Bauer and Herbert Schmitz.

Adolf Weil continued competing in grands prix until the end of 1978 and climaxed a remarkable career just three months short of his 40th birthday at Gaildorf, near Stuttgart. There, in a famous MX des Nations, the home West German squad of Weil, Schmitz, Hans Maisch and Fritz Kobele beat Belgium and the Americans to nail second behind the USSR. To this day that is the closest Germany has ever come to claiming the team crown!

Adolf retired to run a motorcycle business back home in Solingen with his two sons Frank and Jurgen to whom DBR extend our condolences on the loss of their distinguished dad.

Jack Burnicle



IT'S BRAD N' BRY!

ANDO AND MAC HEAD THE MASTERS...

Words and photo by **Mike Wood**

Following three hotly contested rounds of the 2011 Wulfsport British Masters at Mallory Park, Pontrilas and Whitby it's Brad Anderson and Bryan MacKenzie who currently lead the Pro MX1 and Pro MX2 title chases.

Although Ando's bang in-form, he's on the receiving end of a beating from super-quick young American star Zach Osborne during the opening event at Mallory. The Bike-it Cosworth Wild Wolf Yamaha pilot wins all four pro motos at the Leicestershire venue but since then, with Osborne away chasing GP glory, it's been Ando all the way in the Wulfsport Pro MX1 division. In Pro MX2 BryMac, Matt Moffat and Elliott Banks Browne have all won motos but with Moffat suffering a no-score in race two at Whitby it means that MacKenzie holds a 49-point advantage at the top of the standings.

After picking up the 2010 MX2 Masters title, Proppa.com KTM's Dan Thornhill again leads the way in the 2011 Scott Acerbis-sponsored series. In a typically ultra-competitive class Thornhill, Andrew Smart, Jay Thomas, Bryn Clarke and Rob Muscat have shared the race victories. In the other Masters Youth class – the combined Moto-Pro Suspension BVW/SW85cc competition – it's Curtis Blamey and Henry Siddiqui currently controlling proceedings.

Once again there's bags of action available for amateur riders in the Wulfsport Masters series including two unlimited classes sponsored by Michelin and DK Off-Road Kawasaki. In Michelin MX1, Darren Fowden gets off to a flying start by scorching to the opening six moto wins of the series. Despite then suffering a DNF in race three at Pontrilas, Fowden still heads the championship standings. Over in the DK Off-Road Kawasaki MX2 contest, Paul Neale has bagged eight victories and three runner-up slots in the 12 motos contested so far. The one blot on his otherwise very impressive scorecard came in moto one at Whitby with a DNF and that means that he is only second overall in the current standings behind a very consistent Gareth Padgett.

Looking for a star performer in the Wulfsport Masters so far? Then how about GSP Products Amateur MX1 leader Daniel Brough. Aboard his 250cc two-stroke KTM, Brough is currently whipping all the 450F boys and even scorched to maximum points on the spectacular Whitby circuit during round three.

Next stop for the Wulfsport British Masters is fantastic Foxhill on the weekend of **June 18/19**.

Matty Moffat suffers a DNF at Whitby



MAX POWER

AMERICAN ODYSSEY!

WITH BACK-TO-BACK RACES IN THE US AND BRAZIL, MAX GETS ON THE GAS TO GO WELL WAY OUT WEST...

Words by **Max Anstie** Photo by **Ray Archer**

It was nice to get back to the States to see my little sis and bro – we had loads of fun riding around on Barbie quads and then before I knew it we were at Glen Helen for the next GP. Time flew by when I was out in America and with all the SX tracks my dad built I just couldn't stop riding!

I had a good day in Glen Helen and in the first moto came from 20th to third which was awesome because the track was really tricky. In the second race again I was back a little off the start but had a solid ride which ended up tying me for third overall.

We were on our way again the very next day and that was to Brazil. We spent four days down in Brazil, not really doing too much before it was race time. Unfortunately, I was battling the flu all weekend which just kept me from my peak performance but with some points on the board it's back to work for France. The team have put me through a series of blood tests and have got me all better so I'll be ready for the French GP.

Just before the GP at Glen Helen, Monster put on a big karting race for all the athletes. I had never really done karting properly before but with all the boys smashing around the track it was a blast and had loads of fun sliding out everywhere.

When we arrived back in the UK we headed straight down to our track in Andover to the latest Anstie training school where I showed everyone my rap skills as Too Fast Films filmed my expertise for www.dirtbikerider.com! We had a great day riding and I just can't wait for the next one on **June 25** at Andover. If you want to come over then email me at

max.anstie@yahoo.com and I'll give you all the information you need.

The next day I headed down to Thruxton race circuit for the BSB championship to see how it's done on Tarmac. Unfortunately it was bloody freezing and raining and none of the factory riders would agree to me slipping on their leathers for a race or two so I ended up chatting to Jack Burnicle about some old GP dad stories. Then Neil Hodgson came over to say hi. I can't wait until the season's over so I can go on a track day and do some burnouts on the R6 beauties. It was cool to watch a road race and man do they go fast!

It's a busy schedule we now have ahead of us with France, Spain and Portugal all back-to-back, one week off and then three more GPs back-to-back. After that I haven't even looked at the schedule... I'm actually staying down in Spain with the team for the two weeks when those GPs are running so it's a lot of travelling but definitely cool to see all the different countries and the new tracks. From now on I've never been to any of the GP tracks apart from Lommel. Luckily dad, Dev, Zozo Racer and Kingston are coming down to the French GP to cheer me on in a few days!

I'm back in Belgium now with Lionel and we've just finished up our work at the track doing some motos. After we get back and sorted out Lionel is going to take me out to a real Belgium shooting club for the first time. Hopefully that goes well and I don't blow my face off. Anyways, I'll have to let you know on that one next month.

Peace and wheelies...

Max
dirtbikerider 23



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BENTOWNLEY

THIS MONTH IT'S EVERYONE'S FAVOURITE ANTIPODEAN FORMER WORLD AND AMA CHAMPION – CLS KAWASAKI'S SUPER-POPULAR KIWI BEN TOWNLEY...

Interview by **JP O'Connell** Photo by **Sutty**

Q: BT, I can only assume that your recent departure from the US means you've conceded the number 101 to me. Can we all finally agree that it is my number and you are simply borrowing it as a salute to the 'real' 101? Good luck this year buddy.

David 'Ping' Pingree, California

BT: "Buddy? You forgot to explain to everyone about the little bet we had in place for who gets the #101. I won't embarrass you publicly but I'll let you take care of her for a while and then I'll be back to do business with her in a little bit. Kisses Huny!"

Q: Now that it's in the past can you give us your take on the little love tap you gave Andrew Short at the MXdN?

Tim Williams, Oxford

BT: "My take on it is this. I came over the finish and was within making a move distance so I decided in the air to give it a shot in the next turn – before I finish I wasn't in the air thinking 'here's your chance to just nail Shorty' because I don't ride like that but I knew there could be contact. I out-braked him and you can see from the video that I was clearly beside him or even a wheel ahead at the apex – what I didn't expect was for him to hook so hard to the left at the apex, almost like squaring off the turn. Our bikes collided and I was far enough ahead to not go down. It was not intentional but I meant to make the pass. What a way to leave America..."

Q: Is the move to GPs part of a masterplan to land a factory ride back in the US?

Sean King, Durham

BT: "Not at all, the move back was based on a few things. Primarily the team structure that I'm with – staff, equipment, bike, parts – was the major deciding factor for me. I believe I can win and I wanted to be in a position where I had all of those things to give me that opportunity to win again. Whether I return to the US is not in my mind right now, first I need to achieve my goals here."

Q: Just how much better are the Pro Circuit Kawasaki 250s than anything else out there?

Hugh Davis, Swansea

BT: "They are really good. The bikes are obviously great but it's the whole team that really makes a big impact. The package is the best in America."

Q: Do you have a home in the US and if so do you plan on retiring there or NZ?

Gary Ward, Axbridge

BT: "No, I have a home in NZ. I love where I am from, obviously that's where all my family and friends are. NZ has a much slower pace of life and I really enjoy that, it's something that I look forward to in a few years."

Q: Was there an option to stay on the TLD Honda team for this season?

Rob Lee, Glastonbury

BT: "Yes there was. The deal with CLS Kawasaki came up late – actually, the end of October – and I felt it gave me some better options. TLD were a great bunch of guys to work with and I was grateful for the opportunity they gave me to get myself back on the map."

Q: If you hadn't broken your jaw were you planning on riding any of the early SX rounds?

Lee Bennett, Haslemere

BT: "No, I was only focused on here in Europe this season. I don't have any intentions of racing SX in America. I have had too much time away from it over the past few years. SX is something you need to ride a lot – in my '07 season I would ride at least three or four days per week to stay fresh and in touch with it."

Q: As someone who has tasted success on both sides of the Atlantic would you say the grass is greener in the States?

Noel Murray, Maldon

BT: "Well that is a tough question. I'm not sure really. As a kid all I wanted to do was race in America but after spending a few years in Europe and achieving what I did and now being back here with more goals it's hard to say. What I can say is that the financial aspect can be a lot greener at times in the US – if you are winning a lot the bonuses are substantially bigger than Europe."

Q: Do the GPs seemed to have changed much since you've been away?

Stuart Bell, Hornsey

BT: "To be honest, not a lot. That's not a bad thing either. I've been asked this several times since I've been back and it was already a very professional set-up before I left. Obviously, things have changed – the pitlane is huge and I think adds a lot to the track set-up. Monster have become a huge player also in Europe now and that's cool to see."

Q: For me the '07 AMA Lites season between you and Villopoto was one of the best I've ever seen. What was it like to be involved in?

Craig Fisher, Cumbria

BT: "That was an awesome season. I took my riding to a level that I never expected to speed wise. The racing was intense, it was so weird also because there was nothing we didn't know about each other really. Our team were great though – they kept things fair, straight down the line, which was really cool for both of us. I fell short of achieving my goal of winning the title but overall '07 was an outstanding year."

Q: Would you say the talent pool is currently deeper in Europe than the US at the moment?

Neil Palmer, Slough

BT: "I would say right now it's pretty even. I judge it on the youth that is coming through the ranks. In Europe you have Roczen and Herlings who at 16 are achieving things that seem unthinkable but in the US you have Tomac, Barcia and Wilson who are very fast. It would be cool to put them together in a race, not in the sand though because Herlings would have an advantage!"

Q: In '05 you showed you had the speed to run with Everts in the MX1 class – does a bit of you not wish you'd stayed to give it another shot in '06?

Duncan White, Woburn

BT: "No, not at all. I was so set on America and following my dream, I was very happy that I did that. I now have the opportunity to achieve winning that title, it will just have to wait until 2012!"

Q: When you lived in Florida were you training with RC and if so what's he like to ride with?

Niall Wilson, Leamington Spa

BT: "Intense! He practices like no-one else I've seen. His mom has specific drills and every single time they do a practice drill or session it is done on the watch. He is a very, very dedicated athlete – after seeing what he does behind the scenes I could understand why he was so great."

Q: What did winning the moto at last year's MXdN mean to you?

Mark Clark, Knutsford

BT: "A lot! To end the season with a win is always nice and to win for Team NZ is really special – my family was also there with a lot of NZ supporters which was also cool. But most of all the MXdN is a very special race to me and winning there means a lot to me."

Q: Having sustained so many injuries throughout your career have you come close to hanging up your boots?

Gareth Young, Oakham

BT: "Yes I have but the feeling of winning and achieving what you set out to do overcomes that. I want to achieve more and I thought that if I hung them up I would always think 'what if?'."

**NEXTMONTH
CHAD REED >>**

Keeping with the antipodean flavour, next month we'll have the Thunder from Down Under – that's Speedy Reedy – in the hotseat so email your questions to him c/o dbrrproprobe@googlemail.com



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PROPPA MEN!

THIS MONTH WE CATCH UP WITH PROPPA.COM KTM'S MARTIN BARR AND NEZ PARKER TO FIND OUT WHO'S PACKING AND WHO'S LACKING...

Interview by JP O'Connell Photo by Suttty

DBR: Who would play you in a film of your life?
MB: "Adam Sandler, he's pretty damn funny!"
NP: "Steve Carell because he's such a goon!"

DBR: When did you last clean an air filter?
MB: "Last week on my trials bike."
NP: "Not sure when I last cleaned one but I oiled a shedload the other week!"

DBR: What was the last lie that you told and who was it to?
MB: "Told my mate Badger in a golf match that I used a different club than I actually did as me and him were going for the win."
NP: "I took my girlfriend away for a weekend and told the hotel it was our first wedding anniversary! Got a penthouse suite and champagne on the house! Sweet!"

DBR: Reckon you could check your own valve clearances?
MB: "Mmmm, not really!"
NP: "Nope!"

DBR: Something you eat that you know you shouldn't?
MB: "That would probably have to be the stuff that comes out of my nose!"
NP: "Pick and mix..."

DBR: You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?
MB: "Damn right, although if I could do it clean I would do that of course."
NP: "100 per cent!"

DBR: Do you own a pair of pyjamas?
MB: "Yeah, a nice pair of silk ones – naaat!!!!"
NP: "No but I have a nice dressing gown."

DBR: What is the highlight of your career so far?
MB: "Winning the MX2 Red Bull Pro Nationals."
NP: "Being given the chance to ride for such an awesome team."

DBR: What car do you drive?
MB: "No car but I drive a Renault Traffic sport van."

NP: "Renault Traffic, 1.9dci, SWB, white, low mileage, one careful owner, never raced or rallied..."

DBR: And if money were no object?
MB: "I'd just be living it up in the USA with loads of tracks and chicks!"
NP: "Dodge Ram SRT-10 truck!"

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?
MB: "Nope and never would."
NP: "No, I always blame myself for a bad result."

DBR: If you could change anything about yourself what would it be?
MB: "I'm a pretty fussy eater so I would change that so I could eat whatever I wanted."
NP: "To be more confident in my ability."

DBR: If you could meet any person – dead or alive – who would it be?
MB: "Frankie from the Saturdays, she is hot!"
NP: "Rob Dyrdek."

DBR: If you could have any super power for a week what would it be?
MB: "Mmmm, probably a super power that would make me win the lottery."
NP: "To be able to go invisible – you could get up to all sorts!"

DBR: If you were shipwrecked on an island what three things would you want with you?
MB: "My bike, petrol and my pup Snoopy"
NP: "My girlfriend, my puppy and my curling tongs..."

DBR: What's been the most embarrassing thing you've done while drunk?
MB: "Never been drunk."
NP: "Everything I do after I've had a drink is usually embarrassing!"

DBR: What's your most prized material possession?
MB: "My van."
NP: "My van as without it there would be no riding."

DBR: Favourite race you've ever been in?
MB: "Has to be the 2008 Motocross des Nations at Budds Creek, USA."
NP: "Silverstone Red Bull Pro Nationals last year! Felt really good all weekend and passed some of the top guys."

DBR: Be honest, how often do you like to Google yourself?
MB: "Have done it twice..."
NP: "Not too often really. But a healthy amount I guess."

DBR: Blonde or brunette?
MB: "Whichever one has a nice ass and is hot!"
NP: "Brunette."

DBR: One thing about your riding style that you'd like to improve?
MB: "Mmmm, I'm pretty happy with my riding style – although I want to improve on my starts."
NP: "When I scrub to keep both feet on the pegs."

DBR: What's your favourite film?
MB: "Hangover..."
NP: "At the minute TT3D! Guy Martin is some baby!"

DBR: What's the worst motocross-related decision you've made?
MB: "Riding MX1 first year into the adults at British championship level."
NP: "Having an operation done in this country! Wrecked a couple of years for me."

DBR: If you had to permanently give up either the internet, your mobile phone or TV which would it be?
MB: "TV as I never watch it anyway!"
NP: "I think TV but then again if I did how could I play Xbox?"

DBR: Something about yourself that nobody else knows?
MB: "I'm a bit of a cleaning freak – I don't like a mess!"
NP: "I'm deaf in one ear after having three operations a few years back."

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Wayne Garrett will be aiming for a top 10 finish at Desertmartin



LOCAL HEROES!

STEVIE CHECKS OUT THE HOME CHALLENGE AS THE MAXXIS SERIES PREPARES TO CROSS THE IRISH SEA TO DESERTMARTIN...

Words by **Stevie Mills** Photo by **Sutty**

All roads will lead to Desertmartin come June 26 as the Maxxis British championship rolls into town after a lengthy absence – and what an event this promises to be! If Carlsberg prepared MX circuits they would probably be responsible for the Porters Pit venue. Obviously they don't but luckily the Cookstown club do and they'll have the track prepped to GP standard and the racing will match their efforts in every way.

Local interest centres on the MX1 class where a pair of 350cc KTMs ridden by Martin Barr and Graeme Irwin have joined Gordon Crockard in the 'big boys' division. Martin has been building form after a less than explosive start to the season and stepping onto the Maxxis podium at the last round following a GP points-scoring weekend has placed him among the favourites.

Nothing lights the G-Man's fire like riding at home surrounded by friends and family. Still building momentum following a season-wrecking injury in 2010, Porters Pit is Graeme's home turf so expect to see his best Maxxis performance to date.

Then we have the Crock Star! He's had a tough time so far this season and four no-score rides due to crashes have knocked him outside the top 10 for the moment. Desertmartin could change that around and with three points-scoring motos on the day if GC gets a decent drop of the gate he has a chance to show his fans a flash of yesteryear. I for one would love to see him rip up the form book.

Wayne Garrett has quietly gone about his business and slipped his Rockstar KTM into the top 15 and is well capable of scoring a top 10 finish on home sand. Wayne seems to be the hardest working rider on Darren Wilson's books – the Comber lad races both MX1 and MX2 in the Scottish and Ulster championships, MX1 in

Irish and British championships, rides Red Bull Nationals and keeps down his daytime trade as a plasterer!

In the MX2 class we have to look towards our adopted son Mel Pocock – being the MX2 racer for Philip Neill's team automatically makes him family in Ulster and Irish law. Fourth in the points table, Mel has been a breath of fresh air and a credit to his new team and with the team HQ based a few miles from the Desertmartin circuit a podium finish would be a 'big thank' you to the guys and gals in yellow who have worked so well together.

TM-mounted Stuey Edmonds is 12th in the series despite not taking points in four races. Injury and the odd crash are the only things keeping #162 from breaking into the top 10 – c'mon that man!

As the Ulster championship reaches the official halfway point it's time for Blarney to reflect on the story so far... The Norman Watt Motorcycles-sponsored Premier championship is looking good for Wayne Garrett on the TSR KTM at this stage. Wayne went into the off-season with plenty of motivation to get back on top of his game and taking six wins from a possible seven so far has pretty much proved a point.

Watt/Body Tech KTM rider Richard Bird is currently running second in the points table, eight points ahead of Monster Kawasaki-mounted Tommy Merton who in turn is only one point in front of fourth place man Davy Gorman aboard his AJ Elite Bathrooms KTM with Ballygowan's Gary Gibson a further one point adrift.

In the Nutt Travel.com Ulster MX2 championship Merton holds a slender four-point advantage over Wayne with the ever-improving Michael McCammond making his presence felt aboard his JAR Racing Honda. Dromore men Ryan Adair and Adam Murphy are having fun

and fill out the top five – both these young riders have shown consistency so far and gone are the days when Adam's pure speed and adrenaline were a recipe for a DNF!

The Glenhead Engineering/Lavery MX-sponsored Semi Expert class is awash with young lions all wanting to make their mark and the racing is close and then some. Scott Hamilton controls the leaderboard on his Relentless by TAS Suzuki from Andrew Gill and David Russell.

With 15 motos yet to run the 2011 Irish championships are far from decided although it's no real surprise to read Wayne Garrett's name as the top points scorer in the MX1 class. But even with six race wins and a 51-point gap back to defending champion Tommy Merton there's no way Wayne can afford to rest up. Recovering from an early season DNF, Lisburn's Richard Bird has made his way back into the running and holds the final podium spot with Gibson fourth, just in front of that man McCammond.

VMX KTM racer Michael Mahon leads the Irish MX2 brigade from fellow Southern Centre rider Jim O'Neill. John Mera fills out the top three while ex-series leader Jason Garrett took time out to fully recover from a crash at Easter.

It was questionable just how well an Ulster U21 series would work, especially with the youngsters sharing billing with quads and sidecars. Yes, it's a long wait between races for the U21 competitors but the racing's great with four different winners from the first six motos. Drew Goudy has been in spectacular form and with three race wins under his belt he tops the table by six points from Michael McCammond with Charles Stuart snapping at the heels of the JAR Honda a further two points adrift.

Stevie

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Asterisk Cell knee brace as ridden by Ryan Dungey and Andrew Short (part of Team USA) winners of MXoN 2010

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Endurocross will get huge exposure when it debuts at this summer's X Games

SEX SELLS!

WHEN ENDUROCROSS TOUCHES DOWN AT THIS SUMMER'S X GAMES WE'RE GOING TO GET A LESSON IN REPACKAGING OUR SPORT FOR THE MASSES – BUT WILL ANYONE THIS SIDE OF THE POND BE TAKING NOTES?

Words by Jonty Edmunds

When it comes to 'made for TV' sporting events they don't come much bigger than X Games. Bringing together long-established, youth-fuelled disciplines BMX and skateboarding with motorised craziness in the form of freestyle motocross, rally and supermoto, for the first time ever this summer X Games will feature endurocross. As far as enduro sport is concerned it's huge news.

X Games is big, big, big business. Don't think supercross greats like Ricky Carmichael would give the event his full attention if it wasn't. Or if some of the world's largest brands would associate themselves with it if it didn't 'work'. Thanks to US sporting TV giants ESPN the event has not only established itself as a must-see, must-take-part-in-if-offered-the-chance event. It's also become something that shines a whole new, brighter light on numerous supposed minority disciplines.

In ways in which the Enduro World Championship or the International Six Days Enduro can't, X Games can and this summer will make enduro – or off-road racing as our friends in the US like to call it – look exciting, dynamic, dramatic and pump it into god knows how many gazillion of homes around the world. And due to

the fact that endurocross features as part of a global sporting event that brings together the biggest names in extreme sports it'll do much to enhance the awareness and image of our little woods sport.

As we all know 'made for TV' isn't a new concept. Anyone who remembers Kick Start is aware of that. Being able to strip away the rules and regulations needed to run championship events 'properly' means that creative TV folk can do what they want without restraint. Only recently British TV adventurer Charley Boorman (he of the winningest smile – Sully) and friends raced up a Mid Wales mountain which was televised to millions. It was pretty tame stuff – pretty bloody dull really if you're used to getting your fix from competitive enduro or motocross – but with a few cameras, a handful of flags, a helicopter and a few hours in the editing suite what they produced was simple, relatively exciting to the average Joe and easy to digest. It got the message across that off-road bikes are fun, exciting and safe – and they're even ridden by celebrities (with winningest smiles – Sully).

Knowing just how positive a message can be transmitted by orchestrated, one-off sporting events, why is it that the FIM – or rather the

enduro commission – are so against the introduction of an Enduro of Nations. Anyone who saw coverage of last year's Six Days in Mexico will be well aware that it was so dull it was a miracle hundreds of hardened enduro fans didn't rush out and put their bikes up for sale. It was utter crap, largely due to the script, quality of filming and editing. I'm all for girls in motorsport but starting coverage of the Olympics of Motorcycling showing the female competitors didn't exactly draw the viewer in!

Now I know that even if an EoN event did get off the ground it wouldn't be able to touch X Games on any level but it would potentially allow a new, more exciting chapter in enduro sport to be written. Tradition and history is one thing but being able to reach a younger audience via a slick, exciting and — dare I say — sexy international event is what enduro sport needs. Grabbing the viewer's attention and making a positive and lasting impression by way of a cool TV show wouldn't be too hard to do.

But no. For fear of taking the shine off the Six Days the FIM won't allow an EoN which I think is a real shame. There's room enough for both events each year so surely it wouldn't hurt to at least try it. What's there to lose?



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This is just about the coolest Shift kit we've seen since the brand was launched way back in 1997 and is the very same stuff that Chad Reed wore in this year's AMA Supercross series which he came within a sniff of winning. Anyhoo, it's available in three striking colour combos – white/yellow, white/red and the rather fantastic Aussietastic green/yellow too – and will be available at a Shift dealer near you real soon. Please, check it out cos it's awesome!

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Price: Pants £135 Jersey £44 Gloves £28

Supplier: cisport.co.uk

Contact: 01372 378000

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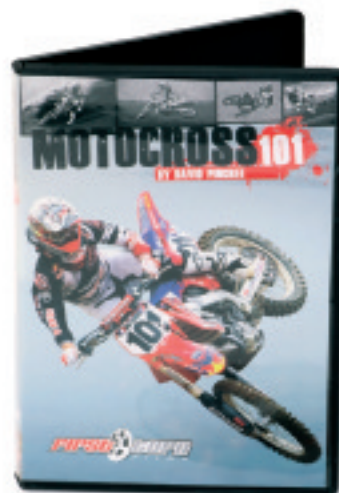
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Our mate Rad Ad reckons this Zeta clutch lever and perch is more factory than a factory that makes miniature models of factories and we'd have to agree as we ran one on our frickin' fancy pants RM-Z250 last summer. Adjustable in more ways than you could ever want it to be and super tough n'all, this set-up will last season after season after season so providing you remember to take it off when you sell your bike it's a chuffing great investment.

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If you like trucking and you like to truck you might also like this Trucker 8800 kit bag from OGIO which is so freakin' big it needs a heavy duty chassis with oversize treaded wheels to handle turns and stuff properly. Although it's big enough inside to carry the contents of 71 big bottles of Dr Pepper (other soft drinks are available) we recommend that you use it to stash all your riding kit – or a midget five-a-side football team – in instead.

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FRO SYSTEMS

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Balance bands are controversial little buggers with many an argument for and against them. While I believe that balance bands do exist I can't see how they do any good no matter how many times charlatans perform those freaky tests that 'prove' that they do. Still, if you're a believer in their powers that's all that matters and if you want a Tony Cairoli 222-branded band then we've got just the thing for you – this Tony Cairoli 222-branded race balance band from Fro Systems, yaaay!

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Supplier: frosystems.com

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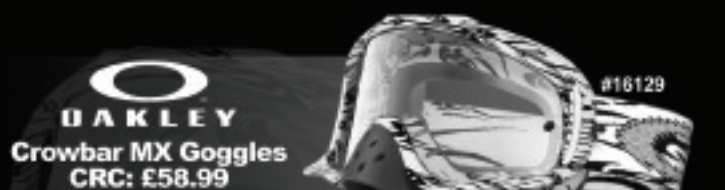
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MONSTER BAIL!!

**COMING TO THE MILLENNIUM STADIUM AT THE
START OF JULY, MAKE SURE YOU DON'T MISS
OUT ON THE FMX PARTY OF 2011...**

Words by **Jeff Perrett** Photos by **Nuno Laranjeira** and **Monster Energy**

As far as nightlife goes, Cardiff is right up there as a rip-roaring place for a good old tear-up of an evening – the type of night you'll either never forget or won't remember! So it seems the perfect location for what will arguably be the biggest and most bad-ass FMX show the UK has ever seen – the Monster Energy Extreme Freestylers Tour.

That's right, round three of the four-round tour lands slap bang in the middle of the mega Millennium Stadium on July 2 and it needs to be a stadium big enough to contain the madness of the night because this isn't your normal FMX show, no siree!

The Monster Energy Extreme Freestylers Tour not only has plenty of the world's

biggest-hitting names, it also has live music, red hot dancing girls and plenty of chaos – or entertainment as it's universally known. The whole show is choreographed to live music – the only FMX show to do so in fact – so it will really feel like you're at a rock concert as resident tour band Sonic Syndicate pump up the noise along with DJ Chloe Martinez to create a really buzzing atmosphere.

But as pounding as the sounds will be, it's the FMX action that the night's really all about with a line-up that reads like a who's who of lunacy! The Crusty Demons, Metal Mulisha and the Dudesons will all be doing their very best to out-strip each other on a course that's so big only the massive Millennium Stadium could accommodate it. >>

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Nate 'The Destroyer' Adams, Libor Podmol, Robbie Maddison, Jackson Strong, Robbie Adelberg, Brody Wilson, Remi Bizouard, Mike Mason, Taka Higashino, Nixey Danielson, Heath Frisby, Hugo Arriazu and the UK's very own Chris Birch will all be busting out jaw-dropping moves on seemingly anything that's got a motor – we're talking bikes, quads and snowmobiles!

And if that's still not enough to give you a night to remember there's the Monster Energy Extreme Freestylers After Party featuring top DJs where you can cut loose on the dancefloor into the night and rub shoulders with all the stars of the Monster Energy Extreme Freestylers Tour.

"This Monster Energy Extreme Freestylers Tour is such a cool thing to be part of," reckons Nate. "I mean, I know it's easy for anyone involved to say that and it's what you expect but really, I'm honestly stoked to be part of it and have my name as part of it. I think it shows just how much our sport has developed that we're going to these huge stadiums and putting on a show.

"I want to do everything I can to make it a memorable night,

not just for everyone who's coming out but also for me. It'll be awesome I'm sure and the stadium has a roof so even the UK weather can't spoil it. I've heard it's a good party town too so it's all right there for a good night!"

If Nate is excited then Chris Birch is fit to burst at the chance to be part of something huge in the UK. "I'm so fired up for it – the buzz of riding in front of British FMX fans. There will be no rain or wind to spoil the night and everyone will be going big – I know I'll certainly be giving it everything I have and I'm sure the crowd will be right up for it. We'll get them going I'm sure.

"I'll finally be in a big stadium environment where I can perform my backflip combos and I've never really had an opportunity to do that so I'm stoked and hopefully the British fans will appreciate that!"

We're sure they will Birchy. So make sure you're there to cheer on the only British rider in the show. It's going to be a stonker of a night where everyone can rock hard and party on! Hook up to www.extremefreestylers.com for more info and to book your tickets...



Above left: Chris Birch hooked up with Nate Adams for some pre-event press

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To be in with a chance of this awesome prize all we want you to do is tell us Nate's nickname.

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 - C: The Frigate
 - D: The Aircraft Carrier
 - E: The Battleship Potemkin

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profile

Older and wiser than the 20-year-old who left for the USA at the end of '05, Ben's back in Europe and looking to pick up where he left off



BT VISION!

IT'S BEEN A ROLLERCOASTER RIDE SO FAR BUT BEN TOWNLEY'S BACK ON TRACK AND LOOKING FOR WORLD TITLE NUMBER TWO – HE JUST WON'T BE WINNING IT THIS YEAR...

Words and photos by Sully

When Ben Townley left Europe at the end of 2005 to pursue his career in America the send-off he received from fans and fellow riders was nothing short of stunning. In five short seasons the then 20-year-old from Taupo in New Zealand had won an MX2 world title and 14 grands prix – that's 10 in MX2 and four in his rookie season in MX1. With a massive personality that's even bigger than his impressive win list it's little wonder that the world motocross elite paid their respects with a 'retirement' party only later rivalled by Stefan Everts'.

Looking back through rose-tinted specs, that day in Desertmartin was definitely a little bit magical despite the dull, cold and overcast conditions. Not only did we get to see BT sign off, Bry Mac score his first ever GP point and cousin Billy sock it to Yankee Doodle wildcard Mike Alessi but the Everts masterclass he put on to ensure he was waiting at the finish to kick-start the bye-bye Ben celebrations was nothing short of astonishing, turning a 10-second deficit into a 20-second advantage during the final 20 minutes of the season-ending moto.

"I'm actually a little bit gutted about that race and it's one of the few I'd like to turn the tables on," admits the now 26-year-old Ben. "It was one of the only ones I holeshot that year, I got away quickly but I blew my wad because I was trying so hard. It was a great way to finish off my career here at that stage. I was proud of what I'd achieved but I think more so of the friends I'd made – they'd almost become family to me. It was cool to see them all there and the emotion of that moment was really amazing."

Between Ben's arrival in Europe and his departure, the improvement he'd made makes it difficult to imagine he was headed anywhere other than upwards to the higher echelons of the sport. And although there have been moments of brilliance the majority of events have been pretty negative as Ben begins to explain.

"2006 was a devastating year – it started off bad and then got a lot worse. I got injured practising and needed an ACL and PCL reconstruction in my leg. For the PCL to repair you have to keep the leg completely still for six weeks and although I didn't know it at the time I created really bad scar tissue so

when I did go to move it again I couldn't move my knee at all. I had to have a second operation to get rid of the scar tissue and that took a long time to recover from.

"I came back and did one race at Red Bud then the next week my bike locked up through a set of rollers – it actually spat the conrod out of the bottom of the engine – and I hurt my shoulder. I didn't race until the last National of the year and I also did the des Nations at Matterley Basin. That whole year was a tough pill to swallow – I was about to start living my dream but then I had it all snatched away from me. It was hard."

But the disappointment of BT's first season in America was soon forgotten. "I actually started the 2007 supercross season with a DNF but that night in Atlanta I learnt that I had what it takes to win in America. The next week I actually did win and it just took that one victory and the emotion that came with it to make everything that had gone before just vanish."

Despite being 25 points back after round one, a dominant performance through the rest of the series saw BT take the East Coast Lites Supercross title beating favoured runners Ryan Dungey and Mike Alessi in the process, although it was actually Yamaha of Troy's Ryan Morais who provided the closest challenge. With things back on track Ben entered the outdoor Nationals on a high.

"The momentum that you carry out of supercross into motocross in America is huge. I had loads of momentum on my side because I'd just won the championship – I'd got myself to a level in supercross that I wanted to be at >>





BT and Ryan Villopoto went hard at it in 2007 with RV just winning out



and I felt like I was able to just keep clicking those gears up and up. I felt like I could never put a foot wrong. When you start winning like that it just seems to carry on. Okay, so I didn't win the title that year but that's a whole different story."

A summer-long scrap with Pro Circuit team-mate Ryan Villopoto went right down to the wire with the pair trading more 1-2s than Rocky Balboa and Apollo Creed. After starting the season square at Hangtown, Villopoto eked out a small lead until a DNF in Unadilla dropped the point's gap back to zero. For the final six rounds it was on but by the end of play at Glen Helen it was Villopoto who was back out front and crowned champion.

"I think to accept defeat in that championship was hard because I'd won so much – I won a lot of races that year. Obviously, Ryan was a better rider at the end of the day and I'll be the first to admit that because he won the title."

But the agony of that defeat was nothing compared to what was about to come.

"Practice for the des Nations at the end of '07 was the start of my enforced lay-off. I was coming off an awesome season and I wanted to basically do the same thing at the Nations that I'd been doing all year – win. If you look at the results that's exactly what Ryan did and that's the type of performance I'd been looking for from myself."

"In practice I was coming over Henry's Hill and I was on a fast lap so I scrubbed it hard but the footpeg must have dug in because I ended up high-siding. I was thrown even higher than my

original trajectory and just fell out of the sky."

Originally diagnosed with just an AC joint injury, BT's time at Pro Circuit Kawasaki was done and having signed for the factory Honda team for '08 a heavy winter testing schedule awaited. And that meant cracking on with the job in hand.

"I'd had a cortisone shot so my shoulder was feeling fine even though it really wasn't. My first day testing with Honda was a high-pressure situation – there were Japanese people everywhere and loads of technicians milling about. The track we were using was overwatered so everyone was just sitting around waiting for it to dry out but I got a little impatient and just decided to get on with it."

"I got a load of wheelspin before a jump and landed hard, breaking my heel. I didn't actually crash but the impact smashed it to pieces. So I had surgery on that which took me through until March and then I started riding again at around the time of the Daytona Supercross. My shoulder hadn't been a problem because I'd not been riding but when I did start preparing for the Nationals it became apparent that my shoulder wasn't good at all."

"I started the season at Glen Helen and hurt my foot, then went to Hangtown and hurt my wrist. I was struggling so much with my shoulder and all these other little niggling injuries I wasn't really doing much. I decided to get my shoulder fixed and although I should have been riding again by October or November I couldn't actually start testing until January."

"The plan was on coming back in time for >>>



Gore Basin in 2005 – “my favourite track in the whole world...”



© ktmimages/Archer.R



© Steve Cox

Another comeback season – this time with TLD Honda in 2010

the East Coast Lites season but my shoulder still wasn't right – even in training and strength training it was giving me issues and if I couldn't do that then how could I ride a bike properly?

“It got to the point where I was pretty much over it. I was sick of sitting on the couch in America and not racing so I sought advice from someone I trusted in Europe who was able to confirm it definitely wasn't right and I'd basically had a bit of a botch job on it. He was able to fix it and I spent the rest of the year rehabilitating and training in New Zealand.

“At that point it was like I'd gone from the high point of my career to the lowest – well, at that point anyway. It was tough and I was frustrated. This might come across as arrogant and cocky but I truly believed that when I signed with Honda that I was going to start winning championships – at least in motocross. I was training with Ricky [Carmichael] and he was

telling me that once you have that year in supercross where you can achieve what you want to achieve then you just start gaining momentum. I had those words in my head. I was fit, I was strong and I thought that the Honda 450 was going to take me to where I wanted to be. But, yeah, obviously that never worked out.”

A move from the factory team to the Troy Lee Designs privateer outfit in 2010 netted a mixed bag of results but two notable moto victories – one at the USGP and the second in the MX2/Open race at the MXdN in Colorado. These small victories reminded anyone who was still interested just what BT is capable of. But, with the recession wringing the neck of the AMA scene, interest in any rider who wanted to skip the mainstream media circus of the supercross series and only race in the much ignored outdoors was at an all-time low.

“At the des Nations I still hadn't signed for

anyone but because I only wanted to race outdoors I wasn't in any rush to either. I got speaking to the guys at CLS Kawasaki about coming back to do the GPs and we were able to come to an agreement. Their technical supervisor Harry Nolte has been a good friend of mine and someone who's helped me throughout my career – he's someone I look to and respect because he has a lot of experience.

“He was the integral part of the whole thing” and the hook up with Mitch and Bones at Pro Circuit also helped make my decision as did the fact that Kees Van Der Ven is on the team with his brother Tony doing the suspension. All these people know what it takes to help me to win and that's important to me.”

With a contract signed the big MX1 GP comeback was on and Ben was focussed on just one thing.

“I wanted to be world champion,” he says

BT ON...

HIS BIGGEST REGRET...

"I don't really have any regrets in my life but if there's one time that I should have made a different decision then I should have gone to Suzuki in 2005 rather than stay with KTM. I had the opportunity to but I didn't take it. I'm not saying that I would have beaten Stefan or Josh on that bike but I do believe that I would have been in a better position to beat them. It wasn't really until 2006 when I got on a Japanese bike that I noticed the difference and my riding went to another level. At that stage the 450 KTM was not the bike to be on."

RUNNING WITH RV

"I'm very proud to have raced so closely with Ryan Villopoto in 2007 because he's going to be one of the greats of American motocross. While I'm proud that I was running with him then I'm also a little bit jealous that I'm not out there doing it at the moment."

LEAVING TROY LEE DESIGNS HONDA...

"I basically wanted more from my TLD team. Not that I wanted more money to ride but I wanted them to be able to put more resources into making our bikes, team and structure better. Don't get me wrong, it's a good team but coming from where I'd come from with the teams in Europe and then with Mitch it wasn't quite on a par with those. I want to race with the Dungeys and the Villopotos and I felt like I needed something more. If that was the only option I had for 2011 then for sure I'd have made it work but then I got the option with CLS Kawasaki and I knew that was where I needed to be."



© ktmimages/Archer.R



Ben pounds out the laps at FatCat Motoparc

TOMMYKNOCKER?

DOES BT THINK CLS TEAM-MATE TOMMY SEARLE HAS WHAT IT TAKES TO BE WORLD CHAMP?

"I definitely believe that Tommy Searle has what it takes to be world champion. The difference between Tommy now and Tommy in the past is that he has that complete package now. I believe that the thing that used to be his biggest strength – his raw speed – is now what needs to come up a little bit but I also think that he's being really smart, he's just been really steady and he's not been off the podium at any of the first three rounds."

"I think it's going to be just a case of easing that speed up to where Roczen is but that's no easy feat. Right now Roczen and Herlings are hauling the mail. I don't think I've seen a rider go as fast as Herlings in the sand – ever. It's amazing how fast he's going and Roczen's obviously an awesome rider too but if Tommy can bring his speed up just that little bit then he can do it."



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For 2008 Ben left PC for a factory Honda ride





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BT ON...

THE BRITISH GP...

"I've never been off the podium at a British or Irish GP. At the Isle of Wight which is my favourite track in the whole world – and I wish it was like Anaheim in that we had three stops there – I won there both times we went there and I've also been on the podium at Matchams Park, Ballykelly and Desertmartin too.

"British races have been good for me for sure. I love it and not just because I like to do well and we're under the monarchy as well so to speak but because the British GPs are the best, the atmosphere is electric and I love the passion of the supporters.

"Thinking back to the Isle of Wight – that place was just insane and I'm getting little shudders now just thinking about it. When Swordy got the holeshot in '04 the crowd were just going mental. We went off the start and swung right – and you did not shut off from the time the gate dropped until you hit that ****ing uphill triple thing – and they were just going wild. The British fans are passionate and that's cool."

WHY KIWIS ARE BETTER THAN AUSSIES AT GPs...

"I think it's because we're much more versatile riders because of the conditions we ride. We ride in all types where Aussies ride more American style tracks – very flat with jumps everywhere. In New Zealand we ride in mud, in sand and on hardpack."

MEMORABILIA...

"I'm a big collector of all my history. It's not out on display at home because I really don't have the time to set it all up. I've just bought a house that I'm hopefully going to live in for the rest of my life – because I hate moving – and one day I'm going to stick everything on display. I've got so much stuff it's incredible. My wife just thinks I'm a hoarder and my parents have got pissed off with me and given me everything I had collected at their home because basically their attic was just stocked."

ANY WIN WILL DO...

"In 2005 I won four MX1 GPs. Italy, France and the Isle of Wight I won by being fastest but Spain was an absolute gift. You always take those wins though – you never say 'no, no, I'm all right'. You're straight down the bank putting the bonus cheque into your account..."



High-flying MX2 action from the Isle of Wight in 2004



© Steve Cox



© ktmimages/Archer.R



His chances of the title are over for 2011 but Ben's hoping to be winning GPs by mid-summer



calmly before qualifying what he's just said.

"That's based on the fact that at certain times in the AMA series last year I was very good although I wasn't consistently very good. That GP shocked me too, when I won that I was like holy **** – I've just had two years off and now I've won a grand prix moto. I was thinking about that through the winter and I was totally focussed on being world champion in 2011.

"Then I had my crash at the start of February and it just turned everything to custard – and that was a tough pill to swallow. It wasn't like I had the wildest get off ever either. I crashed going through a turn and I hit my head on the handlebar. As I leant forward the bike came up off a bump – it was just a weird thing to happen."

While a broken jaw is a relatively simple

injury that a simple solution can be sought for, that wasn't the case for the concussion that came with it.

"When I initially had the injury I didn't want to say too much about it because I didn't actually know anything about head injuries myself. I've twisted and broken, cracked and whatever but I'd never hit my head until then. So I went out and found one of the best people in the world and I listened to what he had to say, then I got a second opinion from someone he suggested and then I got a third opinion from a guy in France who I also believe is one of the best in the world.

"I wanted to listen to them all because they know the score. When you break a bone the doctor tells you six weeks and that's what he tells everyone because that's how long it takes for 99 per cent of people. With a head injury it's different for every single person. After being given that advice I can't believe the risks people take with their own lives and I'm not just talking about motocross racers here but rugby players and people in all walks of life and sports."

The initial part of Ben's recovery process required six weeks of total rest coming at a time when most riders are gearing up for the season ahead. With any chance of making the first GP of the year out of the window, Ben realises his goal of being world champion in 2011 just isn't

going to happen but ever the optimist he doesn't necessarily see that as being a bad thing.

"I don't like having injuries even though I've had my fair share of them. In some ways things haven't worked out that bad in the respect that I'm now going to come back to the GPs with no pressure. If I was headed into the season fully fit it'd have been a pressure cooker situation and I love that but I've been forced into this situation. I just have to accept it – it is what it is and I'm just getting on with it."

Ben's all business when I hook up with him at FatCat Motoparc where he's pouding out motos with new mate Jake Nicholls. On the comeback trail together, both riders are looking to return for the French GP at Saint Jean d'Angely – a track that Ben's dominated at winning three out of four motos in his last two GP appearances there (it should have been four from four but his bike broke while he was leading the other). That said, a win there this year – in the GP at least – is looking unlikely.

"I'm going to need France, Portugal and Spain to start gelling with my bike in a race situation but after that I should be getting somewhere near. I'm fortunate that I have from now until the French GP to get as much base fitness as I can because right now I don't have any. Racing will help me build speed and I think by mid-summer I'll be ready to win."



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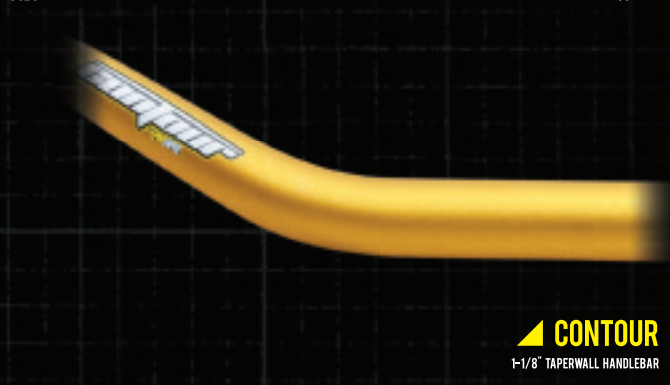
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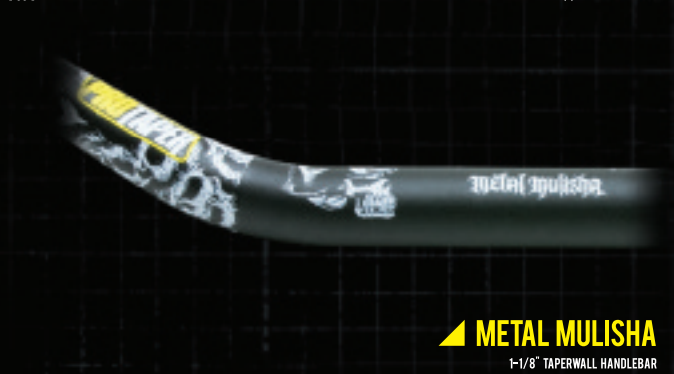
CONTOUR

1-1/8" TAPERWALL HANDLEBAR



[03]

// METAL MULISHA



METAL MULISHA

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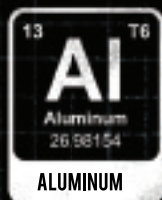


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Words by Suttty Photos by Suttty, The Bear and Ian Roxburgh

If you've ever seen *On Any Sunday* and somehow remained unaroused by the awesome flat track racing scenes there are three things that you need to do – A) check you have a widge, B) see if your heart is actually beating and C) ensure you didn't watch *Any Given Sunday* by mistake. I say this because if watching Mert Lawwill, Dave Aldana, Gene Romero and the boys racing inches apart, sideways, at nearly 100 miles per hour doesn't induce wood then maybe you're not the dirt bike pervert I thought you were...

Okay, so maybe that's taking it a bit far but, seriously, the flat track segments from that movie are frickin' amazing and if you haven't seen them already then have a sniff around for them on YouTube or dig out the DVD at www.dukevideo.com.

Although it's ridiculously popular in America, flat track racing has never really taken off on this side of the Atlantic. Whether that's down to the fact that oval racing on a whole – whether it be in cars or on bikes – isn't as popular over here as it is in the USA I don't

know but, whatever the reason, big burly men throwing big burly bikes around tiny dirt ovals just isn't a common sight.

Is that a bad thing? It's debatable. While some might argue that motocross is the raddest sport ever and flat track racing is just about riding down a flat straight and then turning left times 20, I'd argue that's a very simplistic and bigoted view. Yeah, the statement is technically correct – for a 10-lapper at least – but there are as many intricacies to oval racing as there are people who can't see past the whole riding round in circles thing. While flat track racing is easy to do it's very hard to master and trust me I know.

My kick towards the sport came from Suzuki's Luke Plummer who invited us to a try-out of the Team Suzuki Flat Track team's bikes at Brandon Stadium in Coventry. Converted motocross bikes are currently king of the UK flat track scene and the team's two riders – the godfather of the UK flat track scene Pete Boast and his wee sidekick, oval-teeny >>



Friday night at Oxford Stadium and the flat track action's coming thick n' fast

Tim Neave – both race modified RM-Z450s.

Although it's possible to turn any MXer into a flat track bike simply by lacing a 19 inch rim to your front hub, removing the front brake and whacking on a pair of Maxxis flat track tyres the hot set-up is to do all of that and throw in a set of R6 Yamaha forks, lower and stiffen the rear suspension and then shorten the wheelbase n'all. Without giving all of his set-up tips away that's basically what Boastie has done to the team's RM-Zs. A low-slung Co-Built exhaust is also added to each bike and gearing's adjusted on a track-by-track basis by simply swapping the rear sprocket for something with either more or less teefs. Simple.

The set-up definitely works well and Boastie (who's a bonafide all-round motorcycling legend – schoolboy scramble champion, TT contender and Premier League speedway champion) has won both the British and European titles on an RM-Z. His team-mate's no slouch either and the flyin' 15-year-old has definitely got it going on. Although he comes across as quite shy and timid off the bike, stick Tim in a pair of leathers, strap on a steel shoe and plonk him behind bars and he's transformed into a shale-shifting god. Fast, fearless and with flawless style this kid's

gonna go far and to put a measure on his skills at such a tender age I'd say that Harry Potter is the Tim Neave of the wizarding world.

After meeting the pair at Brandon, seeing what they were capable of and finding out what I wasn't, I knew I just had to witness more flat track action. With the opening round of the 2011 Grand National UK Flat Track Championship going off at Oxford Stadium t'Friday night after our last issue's deadline I piled m'sen and the Canon – that's the brand of camera I use and not a nickname for my Frank – into the company Wiwaro and headed 212 miles south east to the former home of the Oxford Cheetahs. Unused for motorcycle sports since the Cheetahs packed up and left in 2007, the stadium is now home to greyhound racing – in fact there's a closed-doors television meeting for dogs held there hours before the GNUKFTC kicks off.

Even at the very highest level flat track racing in the UK is a fairly laidback affair and couldn't be any more different from the megabucks world of motocross. There are no £70k motorhomes crammed into the pits, no huge awnings with everything hidden away inside and very little in the way of pretentiousness. Nobody gives a crap if you're racing a brand-new motocross bike or

500 quid home-built special and that anything goes attitude carries over to riding attire too whether it be custom kevlar or ancient leathers. Wear what you like and run what ya brung – you can't say fairer than that.

The diversity carries over to the racers themselves and there's riders of all ages from 15-year-old rookies to the 61-year-old flat track legend Dave Aldana who's flown over from California to check out the UK scene, sign some autographs and auction off some memorabilia for charity. It's not just a spread of ages either, there are people from all walks of life – builders, bankers, plumbers, bike builders, scaffolders and that dastardly digger driver from Derby. Okay, so I made that last one up but you get the idea, everyone's welcome no matter where they come from provided they've got a good attitude and a want to race.

While the field is mixed the current crop of championship contenders all seem to have one thing in common – a background in speedway. Defending series champ Aidan Collins has a solid upbringing in the oval sport – his dad Les was runner-up to ChiPs star Bruce Penhall in the 1982 world championship final and Aidan himself was a professional rider between >>



Pete Boast – the godfather of UK flat track



Ade Collins (#1) and Ty Nelson (#21X) duke it out in Oxford



Co-Built's Anthony Brown and Geoff Cain

THE BRO CO!

A QUICK SIT DOWN WITH THE CO-BUILT CREW...

Co-Built is one of the few British companies to currently produce flat track parts, frames and paraphernalia and is owned and operated by racers Geoff Cain, Anthony Brown and Barry Ward. Like most people who are deeply into a scene everything they produce for it is made with passion and is ultimately cool as ****. We hooked up with Geoff and Anthony between bar bargin' dirt bike brawls to get the lowdown on this ethical company and the band of brothers behind it.

DBR: How did the company come into existence and where did the inspiration come from?

GC: "Co-Built is a collaboration/consortium/ co-operative devised by three guys who race motorcycles. We're all from an engineering and motorsport background and we all know people who can make, supply or source stuff so we really do have a wide network of suppliers. The company came into existence when we went on a CCM Flat Track Experience day with a group of guys who used to work with the Kenny Roberts Moto GP team. We spent the day riding flat track at Rye House, we had a great time and by the end of the day we were all enjoying racing round together."

AB: "I used to ride speedway for the Milton Keynes Knights from when I was 16 until they stopped running and the flat track experience re-ignited some sideways urges. I bought an SR500 to race in the Short Track UK series but quickly realised that it was not the right tool for the job – the only way to gain places was to wait until everyone else was getting tired and slowly try to move up the field because the handling was terrible."

"Short of bringing in a bike from the USA it seemed like nothing existed in the UK unless you wanted a modified generic MX bike. Barry was working at Team Roberts Moto GP team at the time and had been working on flat track bike designs. He got on the CAD and built a solid model based around a Rotax engine. I sourced components, jigging and other engineering services while Geoff set about getting the fabrication shop ready for the project and got on with bending the 4130 tube. Co-Built was born."

DBR: What are the company's ethics/goals?

AB: "In the first instance the goal was to build each of us a bike to race on but beyond that it's about developing a bike company. We think it's important for flat track racing in the UK to have its own supply of quality products and we hope that our products can challenge some of the designs that have been around

for years in the USA."

GC: "We like racing but we're also inspired by nice looking customs, bar hoppers and the type of machinery being turned out by companies like Deus and the Wrench Monkeys. I guess our goal is to be working full-time on builds and race machinery from our own workshop supporting ourselves and the UK scene."

DBR: The 450 motocross bikes seem to be the machine to have at the moment. Can a 'framer' be competitive?

AB: "Over here right now there are only really one or two 450 framers. In the USA, until they were banned, most 450 riders were using custom framers. We haven't got around to sticking a 450 into our own design frame just yet but we do intend to and there should be no reason why it won't be very competitive. We're also working on MX hybrids. Right now we're building an Aprilia 450 with our front end set-up and a custom swing arm. We've lined up a top class rider to race it so that should be interesting."

DBR: What's next for Co-Built?

AB: "As well as the Aprilia hybrid we have a brand new BMW450GS motor which we hope to mount in one of our frames for short track racing and that should be real smart. We also have a Rotax street tracker in planning at the moment too. The list goes on though and we honestly have about six project bikes in the pipeline right now but the race season is so time-consuming and people always seem to want our stuff right now – just as we start our own projects someone wants an exhaust or a steel shoe making!"

DBR: What's the coolest thing you've built so far?

GC: "Building our first bike for Anthony was really cool. To start with a pile of raw materials and then end up with a working motorcycle for competition use is a pretty cool project to undertake and to have it come to fruition was great! To make something for your own use is great but to have other people want what you've made is even better."

AB: "There have been some really nice looking exhausts that we've made. The last set of pipes we made was for an XS Yamaha street tracker – they looked great and got us a load of coverage on the internet and that got people talking about us."

For more information on Co-Built and to see some of their stunning work head over to their home on the world wide web at www.co-built.net



Italian Jacopo Monti races one of the few framers in the GNUKFTC



Sideburn's Ben Part practises what he preaches

UPCOMING FLAT TRACK FIXTURES...

2011 GRAND NATIONAL UK FLAT TRACK CHAMPIONSHIP

June 11	Short Track	Silverstone, Northamptonshire
June 26	Half Mile	Amman Valley Trotting Track, South Wales
July 17	Short Track	Leicester Speedway, Leicestershire
July 30	TT	Norfolk Arena, Kings Lynn
September 17	Short Track	Rye House Speedway, Hertfordshire

2011 SILKOLENE SHORT TRACK UK CLUB CHAMPIONSHIP

June 25	Half Mile	Amman Valley Trotting Track, South Wales
September 4	Short Track	High Edge Raceway, Derbyshire
October 9	Short Track	Scunthorpe Speedway, Lincolnshire



Tom Woolley slings his 450 Honda sideways

SIDEBURNER!

FIVE MINUTES WITH SIDEBURN MAGAZINE'S BEN PART...

So The Bear and I rock up at Coventry for our first look at flat track – we're late, a little apprehensive and straight away we run into this guy who's wearing oversized sunglasses, a furry waistcoat and beret and we're both like 'whoa, who's this dude?'...

It turns out 'this dude' is called Ben Part and he's the Art Director at Sideburn magazine – the only magazine dedicated to flat track racing in the whole wide world that, believe it or not, is made right here in the UK. Ben's a real character but also a totally stand-up guy, as genuine as they come and a real enthusiast of the scene and also the sport. Like the magazine he produces, Ben's got that authentic vintage flat tracker feel going on as he rips around the track wearing old-school leathers, boots and steel shoe, an old Bell helmet adorned with a 67r race number and those oversized shades.

I hooked up with Ben again in Oxford – where he was wearing seventies style white overalls and an orange hi-vis – to get his take on things...

DBR: How did Sideburn magazine come into existence?

BP: "It's a long story but I'm a freelance photographer by trade. I love all types of bikes and I was browsing WH Smiths while bored on holiday and a '70s Ducati in Performance Bikes caught my eye because I'd raced against it in France on my Guzzi. I bought the mag and found that Gary Inman had written an interesting story on it. All Gary's stories had a different spin on them compared to the usual dross so I made a mental note to contact him for a possible collaboration. He'd seen photos of mine in Davida helmet adverts and also

DiCE magazine and made the effort to track me down.

"I'd met Gary once when he said 'I want to start my own magazine on flat trackers – do you fancy designing a logo?' I'm not a designer and I never have been so I was a little mystified but also excited. I made myself the Art Director and just made it up as I went along – and still am! For the first issue I did most of the photography and designed the whole thing in Photoshop. Now I only do one or two photo stories per issue and commission the rest."

DBR: And where did the name Sideburn come from?

BP: "Sideburn was one of about 10 possible names I drew up. Gary selected it and said 'no further debate possible'. Sideburns were big in the '70s and so was flat track, 'side' as in sideways and 'burn' as in burn-up. It all fits."

DBR: So what can your readers expect from a copy of Sideburn?

BP: "It's a dirty bike lifestyle magazine inspired by oval motorcycle racing and covers flat track racing, speedway and the road bikes loosely inspired by the racers plus the heroes and zeroes we love. It's basically the magazine Gary and I would buy if it were already available but it wasn't so we made it ourselves! Its styling influences are more akin to '80s street culture bible iD (not its overly slick modern day incarnation) and Intersection which is another magazine we used as a benchmark."

DBR: There seems to be a lot of diversity in both the people involved in flat track and the bikes – do you think

the different tribes clash or compliment each other?

BP: "There's a very healthy mix of rich/poor, flash/****t-heap, serious/larking and from what I can make out – and have witnessed – it's very much a case of the more the merrier although there is a slight divide between those who have moved across from speedway and those taking a bigger leap of faith from road riding/racing. But again I think it's still healthy."

DBR: What's it going to take to make flat track more popular in the UK?

BP: "We're not trying to conquer Britain or convert bikers who are happy doing their own thing. It would be nice to see it on the telly more though instead of just Moto GP and Superbikes. Speedway proved popular as a TV sport in the '70s so how about a little Yankee sideways action now? Having said that nothing beats seeing it live."

DBR: As a racer yourself what would you say to someone who's looking at giving the sport a go?

BP: "It's a very all-welcoming scene. It's cheap to race, probably the cheapest of any form of bike racing and even losers like me can just give it a go, have fun and not be laughed at for making a dick of themselves by being lapped in every race."

DBR: If people want to know more about flat track where's the best place to get more info?

BP: "Buy Sideburn obviously and we also have an online blog that has daily updates – not just flat track stuff but plenty of other nonsense too. You can find that at www.sideburnmag.blogspot.com."

FLAT CHAT!

SOME ESSENTIAL FLAT TRACK TERMINOLOGY...

FRAMER: A race bike built using a frame specifically built for flat track. Usually made out of steel tubing these bikes don't have to withstand the type of abuse a motocross bike does so are much lighter with a shorter wheelbase and a small amount of suspension travel.

FRANK: Southern slang for widge.

HALF MILE: A flat track race held on circuit that's half-a-mile long – in the UK that means heading to a horse racing facility in South Wales...

KEVLARS: The modern equivalent to race leathers. Kevlar is a man-made material that performs similarly to leather and has high resistance qualities to heat and abrasion but is much lighter and also machine washable...

SHALE: The racing surface used at most speedway circuits in the UK – basically, a fine-grained mix of clay and rough-edged stones that offers good grip whether wet or dry.

SHORT TRACK: The term used for races run on speedway-sized ovals.

STEEL SHOE: A strap-on overshoe for the left boot made out of steel and designed to slide across the shale racing surface.

TT: A discipline of flat track racing that includes an infield jump – normally a tabletop – and a right-hand corner.

WIDGIE: Northern slang for Frank.



Iconic framer style...



The UK scene has a real run what ya brung – and wear what you dare – ethos

1998 and 2006. Third in the British short track series in '08 and runner-up behind Pete Boast in '09, Collins dominated in 2010 after picking up support from the HM Plant Honda team.

Again, he's the man to beat in Oxford and although Aussie wildcard Tyson Nelson (another speedway star) pushes him hard all night there's no stopping the #1 plate rider in the 15-lap final. Third is flamboyant Italian Jacopo Monti – the only rider to race a 'framer' in the Main Event among the converted motocross bikes. That said, the Italian's Celitibro-built bike runs a Honda CRF450 engine. In fact, seven of the night's GNUKFTC finalists rely on CRF450 power – three Suzuki RM-Z450s and a pair of KTMs make up the rest of the field.

Things are a wee bit more varied in the Thunderbike class final that features a bunch of

Rotax-engined racers including a handful of British-made Co-Built machines, two KTMs, one Honda and the daddy of all flat track machinery – a Harley Davidson XR-750 like the one Mert Lawwill kept breaking in OAS and similar to the one that Evel Knievel used to break himself on many occasions (not just Sundays).

While the GNUKFTC series is the one to win, it's the Thunderbike class that's the heart and soul of the UK flat track scene. Open to any machine with a bigger than 500cc parallel-twin or a 600cc single, v-twin or multi-cylinder engine, these are the bikes that normally have that more iconic flat track look. Even though the majority of the machinery – and often the riders themselves – is a wee bit older that doesn't detract from the racing action which is as hard fought if not quite as cut throat as the main GNUKFTC class.

The two classes – along with a supporting group of minibikes – make for an excellent evening of racing and the series' opening night at Oxford attracts a record number of spectators. While there's no denying that the championship is on the up and up, rider numbers are still a little lower than you'd expect for something that's so enjoyable to do yet so easy on the body – when compared to motocross or enduro. The less physical aspect of flat track racing definitely gives riders whose bodies are shot – like mine – the chance to go out and get that off-road racing buzz without breaking the bank like supermoto is capable of.

If you fancy giving flat track a go or just checking out a round of the GNUKFTC log on to www.shorttrackuk.com where you'll find all the information you could ever need.

Growing Pains!

Fresh out of the schoolboys, Elliott Banks Browne found himself chucked in at the deep end with the pressures of racing GPs and living up to that famous family name – he almost sank but the experience has made him a better, stronger rider...

Words by Jeff Perrett Photos by Suttty

Elliott Banks Browne has learned a lot about himself since he became a professional motocross racer. Now he's putting that knowledge into practice.

Grandson of a motocross legend. Part of a very successful family business with a rich racing heritage. What are the chances of Elliott NOT becoming a motocross champion? Well, don't be too quick to think titles are a foregone conclusion.

Yes, Elliott has a great opportunity to make the grade and be a champion but with that comes an added pressure and over the past five years or so I've seen it get the better of him. Now aged 21, it looks like he's got to grips with it but, more importantly, he's worked out who he is and how to be himself.

He's already been around the block, riding for an array of different UK teams. He's had good times and bad times and never really found that consistency required on and off the bike that puts any rider in the hunt for a championship. But now he seems settled, fit and very happy at Pulse DB Racing Honda. He's started this season injury free and on the track is on fire, romping to a maximum points haul in the Red Bull Pro Nationals and holding down a solid third in the Maxxis British championship behind GP racers Zach Osborne and Arnaud Tonus.

"I've put so much work in during the winter with my new trainer Steve Smith. Me and [team-mate] James Cottrell have been using him. He's an ex pro boxer and he's trained us both so hard. I go into races believing in my conditioning and preparation. This year I feel fitter and more prepared than I have even been, both mentally and physically. Last year I picked up an injury before the season started but this winter it's all gone really well."

He also appears to have found a team in Pulse DB Racing Honda that fits him well. David Bright and Vicki Jeffreys put together a tight and professional team with the focus very much on the rider and giving them the best chance to win, not necessarily having the big set-up that most modern teams need to give their sponsors a return.

"I've been from team to team to team so maybe that hasn't helped my consistency either but now I feel really at home, the whole Pulse DB Honda team is awesome. They put so much money and effort into the bike and don't worry about the bullsh*t stuff like the big awnings. They know you need that to advertise your sponsors but they will always put making the best bike they can the priority and from a rider's point of view that's all you can ever ask for."

"The money goes into the bike – I reckon >>







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they'd put the money into the bike over actually getting to the race they're that serious about it. We spend a lot of time testing and we try so many things to get the most out of the bike. They are totally committed and everything is so relaxed. I never go to a race feeling there's pressure on me from them – it's an awesome feeling. I now go to a race and have fun. It's still my job but I'm definitely enjoying it more than before. In the past I didn't always do that and that even goes for riding in the week – sometimes even that seemed like a chore.

"I think going to all the different teams I've been to over the past few years has helped me a lot because I've gained so much experience and that counts for so much. What I've done and all the stuff I've learnt from different people, different bikes, how to test bikes properly, practice properly, train properly. From every different team you work with you learn so much stuff and now I can pull all that different information together and into one package."

At such a young age you wouldn't think pressure would build like it did and anyone with an ounce of intelligence would realise it's a steep learning curve. Certainly his family understood but the Banks name sat heavy on Elliott's shoulders and he heaped too much of that pressure onto himself...

"The name [of the family] has definitely brought more pressure than it's been a help in my opinion but having said that it's now helping me I think because I've learned a lot from that. Through schoolboys it was there and into adults and I didn't like it but it's made me more determined to make a name for myself, for me. I really didn't like the thought of people thinking I was only in the position of being a pro racer because of my family background. I want to be good and do well for myself and that's it. If that makes my family proud then cool.

"It really, really annoys me when people say I'm also in this position because of money. You cannot get to the top in any sport without putting the time and effort in. It's a motorsport so obviously money helps but I've worked bloody hard to put myself in a position to win. People don't see behind the scenes and understand what goes on with the injuries and what else we give up to be at that level, it's ridiculous.

"I haven't had the life of a normal teenager and anyone who wants to make it in sport will always have to give up their time and sacrifice some things. Don't get me wrong, racing motocross is brilliant and I wouldn't change that but at pro level it has drawbacks like any job – it's hard growing up, being a teenager and racing motorbikes.

"You see so many good lads come out of the schoolboy ranks but they never make the grade because they get distracted by girls, alcohol and partying and they fall off the radar and it's a shame but that's the way it is. It's not as easy as everyone on the other side of the fence thinks it is."

For anyone who's lived that very scenario, trust me, they'll agree with Elliott 100 per cent. But racing top-flight motocross has a shelf life and you've got to grab the opportunity when it comes your way – although this can leave you pretty exposed. Especially if you're ill-prepared...

"Going into GPs was just mental! I came out of schoolboys, went to the last round of the British championship at Matchams and got eighth overall and everyone started saying 'oh, you've got to do GPs'. I was all fired up to do them but I never thought they'd be as fast as they were. In the winter I was confident and felt I was riding awesome but when I got there it just blew my head apart.

"At my first one at Zolder I got into a qualifying position and was riding pretty good for about 10 minutes and then got absolutely knackered. I was so unfit because I didn't put the

Elliott leads
GP star
Arnaud Tonus

© Nuno Laranjeira



Elliott on... America

"I like the American style. The European riders just look too European if you know what I mean? Tommy and Max look cool though but they still don't quite look like the American riders do even though the bikes are pretty much exactly the same as the Pro Circuit team. America is cool, really cool.

"I really, really want to race an AMA National at some point and then take it from there. Definitely, if I had the opportunity to go over there and race one I'd jump on a plane straight away but I don't think it's that simple. I'd want to go out there and be on a good team or at least a really strong bike because I think it's really tough if you don't, it's a different style of racing and a very hard series because they are so aggressive in the early part of the race and the tracks are more open for that."

"See that Philip Coulter?
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Elliott on...

East Anglia

"Me, James [Cottrell] and [Lewis] Tombsey ride a lot together but we don't really see Jake [Nicholls] too much because he's off doing GPs and he's now moved to Belgium. The rest of us all ride, train and hang out together so that's good for us all. It's a good laugh and it keeps us all on our toes and pushing each other. I've got a lot of other mates that come down and train with us too and we still see Nunny at a lot of tracks so we get to ride with him which is cool. There's some good tracks up here and it's a good place to be."



EBB's unbeaten so far in this season's Red Bull Pro Nationals

© Nuno Laranjeira

time in during the winter – I was just doing what I did in the schoolboys and thought that was good enough. I wasn't fit at all.

"It was the same for the next year with the Swift Suzuki team too. I suppose it was because I didn't value or understand the opportunity I had but I also felt the pressure with being on such a huge, new team. I didn't put the time in I should've for sure and I regret that. My goal right now is to win a British pro championship and go from there. I really do want to be racing GPs again but I feel I need to achieve more here in the UK and be prepared properly for GPs next time around – it's a big step up and I think a lot of people take that for granted."

Elliott made his GP debut with RWJ Honda and then the following year found himself on the Swift Suzuki team that blew up seemingly overnight. It was a team run by his family and more than ever before that family tie weighed heavy.

"The pressure increased all the time at Swift, especially when Sean Hamblin came on board because it brought a lot of interest to the team. To be fair, he helped me out more than any other rider has – he was a mega team-mate to have around, a real nice guy. I still felt the pressure a lot though. As much as it was cool to be part of a family-run team, we still had big sponsors and a lot of media attention. Then the following year after Sean left and Pascal Leuret came on board with Jake Nicholls and Brad Anderson I felt I had to prove myself even more.

"I got a new trainer – Matt Wilson – and I trained real hard in the winter and started to get the hang of GPs a bit more. I think I only failed to qualify at Lommel which isn't so bad. I started to find my way into the groove a little more and was getting much better results. I managed to get the opportunity to ride a factory bike that year which was awesome.

"I think that year I learned so much about myself and what I needed to do to succeed. I think that's what helped me deal with the pressures now because I had so much pressure put on my shoulders before. Like going to ride the factory bike, it wasn't just like 'oh, we'll give you a shot on the factory bike' – I was treated like a factory rider. Everything I wanted I could virtually have on that bike. It definitely helped build up my character."

With a grandfather and two uncles that raced and a father who has been a top GP mechanic, rarely does a day go by without motocross being discussed and the whole family come out to support Elliott as much as they can.

"They are always there to support me, like most families I guess. Gran and granddad come to most races and obviously my dad is my mechanic so it's cool and of course they've been there and done it so that helps, even more now I've got my head around the pressure. We're a motocross family and we talk about it all the time – I think the sport does that to you and becomes your life.

"My uncle Mark is worst for bench racing – the other day he rung me up and goes 'put this in YouTube quick – Grandstand Motocross, British championship, Lyng – watch how fast I'm going!' He made me watch 35 minutes of it because he smoked everyone. I was pretty impressed but I didn't want to tell him that. He's always doing stuff like that."

Like his uncle, Elliott's raw speed has been evident since the final years of his youth career but due to the pressure he didn't adapt to the adults with the same panache. There have been a few niggling injuries too...

"I've been okay with injuries really. I've broken bones and it's held me back but nothing too major. I broke my shoulder when I was riding for LPE Kawasaki, broken a few collarbones, my hand before the season started, stuff like that. It always seems that I've got injured before the

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season starts which is a real bummer after putting all the work in and then ruining your season before it even begins.

"Last year was tough. Coming into the first race I ripped two ligaments off my ankle bone and rode pretty much the whole year nursing that. It was bloody painful. As soon as I caught it in a race I could never push as hard as I wanted. It was so bad that when I'd come in from a race at a hardpack track we could see that I wasn't hardly using the left-hand edge of my tyre. Trying to ride the corners and not wanting to dab your foot is something you are always thinking about rather than what you should be concentrating on but it started to come better at the end of the year."

It certainly seemed to from the other side of the fence as EBB began to pick up the pace again and went at it hammer and tongs with Martin Barr as the pair battled to win the Red Bull Pro Nationals MX2 crown.

"I started off the beginning of the year really good at Foxhill. I tied on points with Jake [Nicholls] but then I made my ankle even worse going into the second round and couldn't find myself until midway in the season and Martin was really gathering momentum by then and getting away in the points quite a lot.

"The last three rounds I won every race except one I DNF'd so that was a good return but at the beginning of the year I wanted that

championship so bad so to have that DNF was so disappointing. I think I actually cried going back to the truck that day. I was so upset, after all the effort I'd put in and then not to be able to ride because of my ankle was devastating and so painful.

"But I pulled myself back together and put everything I had into the final rounds and never gave up. It came close at the end but Martin rode good and we had an awesome battle throughout the year and well done to him for winning it. Hopefully I'll be taking that #1 plate this year.

"I learned so much just from that championship battle. I pulled out of the race because I couldn't stand up on the bike but if I had just rolled around the track or even waited at the finish line I probably would've got a 15th place or something like that because there wasn't that many MX2 riders in the race at the time and I may have scored a handful of points that would've put me just two points behind going into that last moto and then who knows what might have happened. But I didn't. Never pull out of a race if you can see it to the finish line, that's one thing I've definitely learnt."

Looking further down the line, I asked Elliott what he sees himself doing when his racing career is done – hopefully a good decade or more from now. So hypothetical it may be but what would he be content with from his racing career?

Elliott on...

Being Elliott

"I think my character is similar to Doogie but nowhere near as mental! Once I get to know someone I'm flat-out chatting and messing about – I'm naturally shy until I get to know someone a bit. Away from motocross I ride a lot of BMX and I'm right into that. Anthony Revell who owns Stolen BMX has just hooked me up with a new one and it's sweet.

"I go the cinema, go out with the lads, just normal stuff when I can and try to relax but I don't like doing nothing. Sometimes I'll just get on the computer and edit some video, music, stuff like that. I like being creative and I'm really into video editing at the moment and I'm even doing a bit of that for some of my mates. As much as motocross rules my life you need to take your mind off it when you can."

At the halfway point Elliott's running a strong third in the Maxxis British championship

"I don't know, I guess to win as many championships as I can. If when after I'm finished I can sit down and honestly say I put every single thing I could've into it, left nothing behind and gave it my best shot then I'll be happy I guess. I don't think you can ever do more than that. I'll probably have regrets but would rather have them for trying too hard than not hard enough.

"Right now I'm really enjoying myself. I've done all that serious approach on race day and not hanging out with my mates in the week and it just didn't work for me. I have to go and have fun and joke around at the races and I've realised it's a great time in your life so make the most of it. I train hard and put the work in, I'm focused about my racing but that shouldn't mean you shouldn't have fun doing it – look at Cairoli.

"I'll see how long I can go at it, I certainly haven't thought about an age I'll retire – that's way, way off. I'll see where I'm at when that comes but I'd love to stay involved in the industry somehow, I'd be amazed if I didn't. At the end of the day you've got to live for motocross. I don't want to be sat in an office if I can help it, I want to be out doing what I love doing. I don't think I'll ever not be into motocross – that's just the way it is with this sport, it's incredible..."

After being over-shadowed in recent years by other models in the range the 250 smoker is punching its weight



250SX

Capacity: 249cc
Bore and stroke: 66.4mm x 72mm
Transmission: Five-speed
Fuel tank capacity: 7.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP (330mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 992mm
Wheelbase: 1495mm
Ground clearance: 385mm
Dry weight: 96.3kg
Price: £5795



SIX OF THE BEST!

WHEN IT COMES TO TAKING A BEATING, DBR'S VERY OWN CORPORAL PUNISHMENT (YEP, THAT'S YOU JEFFREY PERRETT) IS ALWAYS WILLING TO BEND OVER BACKWARDS – SO HE'S MORE THAN HAPPY TO GIVE HIMSELF A HIDING AT THE LAUNCH OF KTM'S 2012 MOTOCROSS RANGE...

Words by Jeff Perrett Photos by Redeye

High above northern Europe, feeling like I'd been wrestling Dawn French, I mused upon how early in the year it was to be testing 2012 bikes. Of course, I hadn't actually been wrestling Frenchy – I was just in agony from my first competitive MX race in over three years just three days earlier.

After finally accepting that the hot stewardess wasn't ever going to be besotted with a shattered-looking bald man I sat there with my tomato juice, pondering how on the ball KTM really have been over the past decade. I was on my way to Munich in May to test six 2012 machines in their SX range. Chuck in KTM's kiddie bikes, their huge fleet of enduro/XC machines not to mention road burners, cars and toasters and you can't help feeling a sense of awe at how they've stepped it up to take on the Japanese Big Four.

Right, let's get down to business on these bikes – if my old bones are up to it...

250SX

In all honesty I've felt since the 150 was introduced the KTM family dynamics changed and it seemed to steal the 250's thunder. All the attention quite rightly went to it and the 250 SX no longer fitted in. Well, it's like the 250's gone away, got itself a new attitude and look and made everyone proud again. This is another great bike. Gone is that harsher ride compared to its rivals and now it's a much better handling and easier to ride motorcycle with a more balanced torque to the motor.

The 250 also gets a chassis make over for 2012. The obvious change being that the entire adult

two-stroke MX range now has a rear suspension linkage. The PDS has finally been put aside for that slightly better feel that a linkage brings. Okay, so that's my opinion – others may differ but considering KTM have now made that change it suggests they agree with me and many others.

To account for the new linkage the geometry of the frame has changed but there's still no sign of an aluminium frame on the KTMs and I don't expect to see one anytime soon to be honest because clearly the double cradled CroMo steel frame is working well and seemingly improving all the time.

Certainly there's a better balance with the frame and suspension on the KTMs these days and the revised WP front fork with new bushings, seals and settings play their part in that. Just as well really because the handling and chassis balance were arguably their Achilles' heel having never really failed to deliver a good engine.

The two-strokes are now also fitted with the same single component cast aluminium swingarm as the four-strokes making KTM the only manufacturer with no welds on their adult MX swingarm. I can't say I've ever heard of a weld breaking on a swingarm but either way if there are no welds to break that has to be a good thing doesn't it?

On the motor side of things the 250 SX also has the new air intake boot which appears to be the common denominator in making these two-strokes even better but just to make sure the 250 is on the money KTM have fitted a new reed block to smooth out the power. I have to say that was the stand-out difference for me on this bike from last year's model. Yep, it handles better but getting the power down has also been made easier and that inspires confidence to push your limits.

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125SX

Brilliant! Right, now onto the 150! Seriously, this was my bike of the day and you can pretty much sum it up with that one word. The KTM 125 has been famous for its strong motor for years and somehow they've managed to get even more out of it this time around. It's faster and has more torque right across the range. The only improvement performance wise for 2012 is a new air intake boot – and what an improvement it is! This thing rips and I absolutely loved riding it.

Personally I feel it should be compulsory that young riders coming up through the ranks should ride a 125. I think it would help the sport and it might actually encourage some of the other manufacturers to start making them again. I live in hope.

125SX

Capacity: 124.8cc
Bore and stroke: 54mm x 54.5mm
Transmission: Six-speed
Fuel tank capacity: 7.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP (330mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 992mm
Wheelbase: 1480mm
Ground clearance: 395mm
Dry weight: 90.8kg
Price: £5195

The 150's like a 125 for more mature riders

The 125SX is where it all started again for KTM and it still thrills



150SX

For 30-somethings intent on ignoring the onset of middle-aged spread and kidding themselves they're still in their late teens this bike is awesome! It may only have an extra 25 cubes on the 125 but they make a difference, even though the 125 seems much closer to the 150 in power output this year. The thing with the 150 is you get the same buzz as with the 125 but don't have to be so precise with the gear changes and can be just that little bit fatter/older/lazier.

On certain corners you can hold onto a gear a little longer than on the 125 and don't have to change down to get the most out of the engine beneath you. The same could be said of the 2011 model but like the new 125 they've also improved this power delivery so both bikes have gotten even more grunt and are easier to ride.

The 150 has the new intake boot too but they've also stuck a new exhaust pipe on so now it really sings in the mid-range and up onto the top without any compromise to the power delivery at the bottom. There's also a new, lighter kickstarter on the 125 and 150 to make starting even easier (as if they weren't easy enough).

150SX

Capacity: 143.6cc
Bore and stroke: 56mm x 58.4mm
Transmission: Six-speed
Fuel tank capacity: 7.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP (330mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 992mm
Wheelbase: 1480mm
Ground clearance: 395mm
Dry weight: 90.8kg
Price: £5395

KTM's dominant MX2 missile now comes with an electric start



250SX-F

Capacity: 248.6cc
Bore and stroke: 76mm x 54.8mm
Transmission: Six-speed
Fuel tank capacity: 7.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP (330mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 992mm
Wheelbase: 1495mm
Ground clearance: 375mm
Dry weight: 102.9kg
Price: £6295

250SX-F

Even though KTM won the world MX2 championship again last year and there were loads of 250 SX-Fs out on the track at club races across Europe I think some of the other manufacturers took a big bite out of their reputation in this class.

It's not that they didn't improve, I just feel the others improved more and made it a more level playing field. KTM would probably disagree and that may well be why there aren't any significant changes to the 2012 model and they've played the trump card they've used before – the electric starter.

For me this is a no-brainer on a modern four-stroke. I'll gladly take the extra 1.5kg of weight it puts on the bike if it means I don't see hard earned places and points ride by me while I'm trying to kick over a stalled motor. So for that reason alone the KTM scores good points with me. In competitive motorsport you should

look for any advantage and even if you ride for fun an electric starter is a good thing. It's convenience not laziness.

Small refinements like the new rubber protector on the throttle position sensor (better to be safe than sorry and all that!) and the optional map selector switch and setting tool from KTM's aftermarket power parts range have also given an extra dimension. Performance wise the most noticeable difference is the stiffer front forks which are an improvement but that goes across the board for the entire SX and SX-F range. The WP internal closed damping cartridge with their new oil and dust seals made by German company SKF and new bushings definitely feel more consistent in their stroke. More importantly they seem to ride a little higher which ultimately gives all the bikes a better balance around the track.

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450SX-F

The big boy of the family has finally been tamed down. It's taken a few years but now the KTM 450 SX-F isn't pant-fillingly fast, it's manageably fast and that's exactly what was required.

In their sales brochure KTM state 'if asked for maximum power there is no other option but the 450 SX-F' and I'm not going to argue that fact. This bike is still a missile with wheels but it just doesn't want to rip your arms clean out of your shoulders when you twist your right hand back and that's due to the new clutch that's the new engine component update for 2012.

It's a one-piece clutch basket made of billet steel combined with the primary gear with a master cylinder that's been shaved from 10.5 to 9.5mm. The compact rivet-less design not only contributes to a narrower engine size it also allows for thinner steel linings and offers up better reliability and with that kind of power coming its way that's a good thing.

The real advantage and what has probably had more of an effect on the power deliver though is the new diaphragm spring that enables an additional rubber damping system and that gives the bike better traction and, again, improved reliability. As with all the bikes the 450 has a Magura hydraulic clutch but unlike the smaller four-strokes it's still running the Keihin FCR 41mm flat side carburettor. I don't know why it's not EFI yet – maybe they just didn't have the time with all the energy put into the other models – but to be fair it has so much power and is still sharp enough that it isn't something you notice.

The entire KTM SX and SX-F range has taken a confident step forward with the revised WP forks and as always the controls are on the button. The Brembo brakes have a great feel and now the rear brake master cylinder has been reworked for less wear on the seal rubber for better durability and less chance of brake fade in a longer moto. Another small but good upgrade is the strengthening of the rear mudguard with additional ribs and who doesn't like the sound of that – especially when ordering a Chinese takeaway?

Yep! All-in-all it's another stellar effort by KTM and their success on the track isn't just down to buying the best riders, contrary to what the cynics among you might believe...

450SX-F

Capacity: 449.3cc
Bore and stroke: 97mm x 60.8mm
Transmission: Five-speed
Fuel tank capacity: 7.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP (330mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 992mm
Wheelbase: 1495mm
Ground clearance: 371mm
Dry weight: 106.9kg
Price: £6695



The fo-fiddy packs a serious punch

Power and agility all in one – the 350 offers the best of both worlds



350SX-F

Capacity: 349.7cc
Bore and stroke: 88mm x 57.5mm
Transmission: Five-speed
Fuel tank capacity: 7.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP (330mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 992mm
Wheelbase: 1495mm
Ground clearance: 375mm
Dry weight: 103.9kg
Price: £6495

350SX-F

After the hype of this pioneering bike last year I was looking forward to blasting around on the 2012 model. I don't care what anyone else thinks or whether it's the future of the MX1 class, all I know is that it's just an awesome bike to ride. It's the best of both worlds. It's both a super-fast 250 four-stroke and a slightly tamed, easier to handle 450 – but then I guess that's no real surprise. In fact, that's the sole purpose for its conception.

Again, like the 250 SX-F there's no real major changes and does there need to be with no rival 350 on the market? The motor which at approximately

27kg is only a fraction heavier than the 250 SX-F still revs to a rip-snorting 13,000rpm with useable torque that won't put the willies up you like a 450 might. The motor enables it to be competitive with a 450 if ridden aggressively enough as already proven by Cairoli.

Okay, so he'll squeeze the most out of any MX bike but the point is he still won a world championship on a bike with 100cc less than his competitors and you can't argue that fact. One year on the bike handles that little bit better with the new fork internal and settings. So hype or no hype – revolutionary or not – it's a fantastic motocross bike, plain and simple.



350EXC-F

Quite clearly the biggest talking point of the Austrian brand's range has to be the revolutionary 350 EXC-F.

The newest model of the fleet is one that's been built from the ground up and is not just a bored-out version of the 250 EXC-F or a toned down 350 SX-F motocross engine. Instead, the compact twin-cam motor has been especially developed with enduro in mind and weighs in the same as the 250F. With its 57.5mm stroke and 88mm bore, the punchy EFI motor puts out a claimed 46hp at 12,000rpm. Although 7hp less than the 450EXC it is considerably more than the 250F and it's when out on track that you begin to feel that difference.

The step up from a 250F to a 450F is a big jump. The 450F demands respect and unlike the 250F it's rare it can be ridden to its full potential. It's here where the 350 EXC-F steps in. It has got a lot more power than its little brother yet still less than the 450 EXC which makes it all the more manageable. Essentially it feels like a highly-tuned 250F but with a little more top-end poke.

The 42mm throttle body managed by the Keihin EFI gives a sharp and focused response. Crack open the throttle exiting a turn and the motor puts the power to the ground without lag. Spending time on the bike I began to feel a lot more in control of my riding.

It provided me with all the power I needed and yet still had a little more in reserve. Riding the 350 EXC-F it feels almost identical to its little brother – both are light and narrow giving a very agile and easy-to-flick about feeling.

The change of frame geometry is clearly noticeable allowing you to attack corners harder with its slimmer front end letting you to put more weight forward. At times though the front end felt too close causing it to tuck in mid-corner but this could have been in part due to the standard suspension settings and the dusty, chewed up special test. With a bit more set-up time it should be possible to dial it in to my liking.

Out on the trail the power delivery was plentiful and the 350 ate up steep rocky climbs. I could ride the sections with ease and use less energy, the bike wasn't dragging me up and any time I made a mistake it was easy to pull it back into line. Once the trail settled out again I could continue charging.

With the 450F I was always wary of having too much power and at times on the 250F I wanted more. The 350F is balanced between the two. It's everything you're looking for in an enduro engine – plenty of punch to master the special tests and endless usable power to conquer the trail. You can be the boss of this bike and when that happens results usually follow.



350EXC-F

Capacity: 349.7cc

Bore and stroke: 88mm x 57.5mm

Transmission: Six-speed

Fuel tank capacity: 9.5 litres

Front suspension: WP USD 48mm
(300mm travel)

Rear suspension: WP PDS
(335mm travel)

Front brake: 260mm

Rear brake: 220mm

Seat height: 970mm

Wheelbase: 1482mm

Ground clearance: 345mm

Dry weight: 107.5kg

Price: £6895



KTM's 300cc two-smoker takes a bit of taming...

STRAIGHTEIGHT!

WITH AN ENDURO FLEET RANGING FROM THEIR 125cc STROKER ALL THE WAY UP TO THE 500cc FOUR-BANGER, KTM HAVE GOT EIGHT – GO ON, COUNT 'EM – WOODS WEAPONS JUST BEGGING TO BE ABUSED AT THE EURO LAUNCH IN ITALY...

Words by Robert Lynn

It's the first week in May and I find myself heading to Il Ciocco in Italy, home to the infamous Hell's Gate extreme enduro and also KTM's testing ground. With almost everything you could ask for in one area it's a perfect spot and obvious location for KTM's launch of their 2012 EXC range.

For KTM 2012 is seen as a year of change and evolution – new models, new engines, a redesigned chassis along with the departure of the existing 400 EXC. A long-time fixture of KTM's enduro range, lack of demand has seen the old workhorse put out to grass to make way for the hotly-anticipated 350 EXC-F – the big talking point in KTM's 2012 fleet.

All four-stroke models are treated to fuel injection and the 450 EXC and 500 EXC see a radically new engine design while all models feature a freshly thought-out frame design. The frame is claimed to be a big step forward

in stability and of a similar lay-out to the MX chassis. The geometry of the steel frame sees the triangle portion located at the front giving a greater surface area. This modification claims to reduce flex by up to 50 per cent while lessening the shock impact to the front wheel.

The location of the front sprocket has also been altered to improve traction and help put the power to the ground. The rear shock has been moved 5mm closer to the centre of the frame and the swingarm is now a single cast aluminium design giving a weight reduction of 300 grams.

Those eager for linkage suspension to match the motocross models will still have to wait as the enduro models retain the PDS rear suspension and will do so for the foreseeable future. KTM see the addition of a linkage as an unnecessary feature – with more and more

races designed with extreme and rocky terrain the PDS system offers more ground clearance and less potential underside damage. It's easier to access the shock and overall the system is 1.5kg lighter than with a linkage.

For 2012 improvements to the WP shock see an increase of 7mm in length and a new preload adjuster so you can put away your hammer and chisel! The new frame allows the bodywork to be sharper and slimmer with a grab handle incorporated into the rear fender that actually works! Also new for this year is the clear plastic tank – there's a nine-litre capacity across the entire range – which is a big plus as you can quickly see how much fuel is left whether you're out on the trail or putting laps in on the track. CNC hubs and silver pinstripe Excel rims are as standard with Brembo providing all the stopping power you need.



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450EXC/500EXC

Both the 450 and 500 EXC models have undergone major diets for 2012. By using die-casting instead of sand-casting the wall thickness of the engine casings has been reduced significantly and incorporating a single oil circuit and mounting the waterpump wheel onto a new lateral balancer shaft has allowed both models to be slimmed down, tipping the scales up to 2.5kg lighter.

The compact engine has also improved ground clearance and made the 500 EXC no longer feel like a bulky big-bore machine. Surprisingly, there's very little difference in feel between the five-tonner and the rest of the range. All of the engine and frame modifications have helped turn out a much slimmer machine that's agile and comfortable to ride.

Out on the trail it soaks up all the hits and kickers with the motor eating up the majority of the trail without fuss and is ideal for a long day out green-laning. Riding at a medium pace was fun and it easily conquered any hurdle in its path – it wasn't until I began to push that it became more of a handful but, after all, it is the biggest capacity in the range.

On both 450 and 500 EXCs tackling the harder, more extreme routes of the test loop could quickly turn into a bit of a chore. Littered with countless rocky climbs, for mere mortals both models were physically exhausting to master when times got tough. The extra power tended to drive me into each obstacle quicker than I anticipated and although there's not a lot of terrain that will stand in their way I really did feel like I needed to be on top of my game to get the best from these beasts. Even flicking the dual mapping switch mounted on the handlebars to 'traction' mode only moderately tamed them down.

The 450 EXC is pure competition performance and it's built to race, offering landscape-blurring speed when fully opened up. But compared to the 350 EXC-F it's slower to corner through a special test with its bigger chassis and thumping power leaving me fighting to hold onto the racing line.

450EXC

Capacity: 449.3cc

Bore and stroke: 95mm x 63.4mm

Transmission: Six-speed

Fuel tank capacity: 9.5 litres

Front suspension: WP USD 48mm (300mm travel)

Rear suspension: WP PDS (335mm travel)

Front brake: 260mm

Rear brake: 220mm

Seat height: 970mm

Wheelbase: 1482mm

Ground clearance: 345mm

Dry weight: 111kg

Price: £6995

500EXC

Capacity: 510.4cc

Bore and stroke: 95mm x 72mm

Transmission: Six-speed

Fuel tank capacity: 9.5 litres

Front suspension: WP USD 48mm (300mm travel)

Rear suspension: WP PDS (335mm travel)

Front brake: 260mm

Rear brake: 220mm

Seat height: 970mm

Wheelbase: 1482mm

Ground clearance: 345mm

Dry weight: 111.5kg

Price: £7095



bike test

If you want power the two biggest-bore Katooms have got tons of the stuff

250EXC-F

The biggest benefit of the 250 EXC-F is the addition of the long-awaited fuel injection which instantly solves the stalling issues that dogged the carburettor model. Now what we have is instant power delivery without the cough and splutter of the past models.

Overall the fuel injection has given the 250 EXC-F more user-friendly bottom-end torque but this means power has to be taken from elsewhere, most notably the mid-range. While the power delivery hit strongly exiting a corner, it didn't continue to build in the same fashion and slackened off just as I felt it should be hitting its stride. Even with the mapping switch set to 'race' the improvement was minor.

What the 250 EXC-F does offer is a perfect package for the all-round clubman weekend warrior but for those more serious about their competition there's a bit more fine-tuning needed to extract the best from this small-bore machine.

250EXC-F

Capacity: 248.6cc

Bore and stroke: 76mm x 54.8mm

Transmission: Six-speed

Fuel tank capacity: 9.5 litres

Front suspension: WP USD 48mm (300mm travel)

Rear suspension: WP PDS (335mm travel)

Front brake: 260mm

Rear brake: 220mm

Seat height: 970mm

Wheelbase: 1482mm

Ground clearance: 345mm

Dry weight: 105.7kg

Price: £6795

Fuel injection means the 250 thumper's stalling issues are history

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If anything the 300 is probably not as good as the 250

250EXC/300 EXC

Both 250 and 300 EXC models are almost identical in terms of looks and now that that 250 EXC is sporting an electric starter to match its bigger brother there ain't a lot to tell them apart.

Both breathe through a V Force reed block while the 300 EXC receives a new cylinder to improve low-end power but in reality I don't really think it's necessary. Traditionally it has always had endless low-down grunt but now this grunt has become almost too aggressive.

During cornering first gear is a definite no-go area and even second gear carries a very aggressive hit to the point that I was fighting not to loop out when cracking open the throttle. The majority of the time it was better to short-shift from second into third through the corners and then feed on the gas once you got straightened up.

In the special tests the 250 EXC outplayed the 300 EXC every time. Its power delivery was much more usable – strong and powerful enough to fire out the roost but much more controlled to better master the short switchback corners. As expected the 300 EXC was a tremendous climber making short work of the technical sections, constantly finding grip as it lugged its way onward. However, the 250 EXC was never too far behind it and if you don't mind working the gearbox a little more it's every bit the match for its big brother on the gnarly stuff and outguns it in the tests.

And now that it comes with a leccy-leg you'll never kickstart a bike again!

250EXC

Capacity: 249cc
Bore and stroke: 66.4mm x 72mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 960mm
Wheelbase: 1482mm
Ground clearance: 355mm
Dry weight: 102.9kg
Price: £6295

300EXC

Capacity: 293.2cc
Bore and stroke: 72mm x 72mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 960mm
Wheelbase: 1482mm
Ground clearance: 355mm
Dry weight: 103.1kg
Price: £6495

125EXC/200EXC

When riding the 200 EXC I couldn't help wondering what exactly is its place in the market? It feels very akin to the 125 EXC – small, light and easy to chuck about. The motor builds a slower but stronger hit than the 125 EXC and it doesn't need to be ridden inch perfect to enjoy the ride. With a light snappy throttle, the mid-range builds and builds into a fast, strong top-end.

It offers a perfect solution for those starting out and looking to develop their off-road skill but from a competition perspective the 200 EXC is classed as E2 machinery and when lined up against 250 EXC and the 350 EXC-F – let alone the 450 EXC – it offers little to stand in their way.

The baby of the bunch is the 125 EXC and it's one of the most fun bikes of the range to ride. Aside from the frame changes the only main modification to the 125 is a new exhaust and jetting to improve power delivery which now seems to work perfectly. It lacked the flat spot low down that was an issue with previous models, singing a crisp and clear bark right through the rev range.

But like any 125 the only way to get the best out of it is to keep it on the pipe. It's requires a greater input from the rider, everything needs to be inch-perfect and perfectly timed but when I got it right it was very rewarding.

The 125 is a great bike – but you better be prepared to work



125EXC

Capacity: 124.8cc
Bore and stroke: 54mm x 54.5mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 960mm
Wheelbase: 1471mm
Ground clearance: 355mm
Dry weight: 94kg
Price: £5595

200EXC

Capacity: 193cc
Bore and stroke: 64mm x 60mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: WP USD 48mm (300mm travel)
Rear suspension: WP PDS (335mm travel)
Front brake: 260mm
Rear brake: 220mm
Seat height: 960mm
Wheelbase: 1471mm
Ground clearance: 355mm
Dry weight: 96kg
Price: £5795



KTM's Six Days models are super-trick – and coming soon

COMINGSOON!

SIX DAY SPECIALS

KTM's Six Days models will be available from July and as usual they come with a long list of KTM Powerparts extras.

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Extra goodies include a gripper 'camel' seat, solid rear disc with billet aluminium guard and Supersprox rear sprockets. Contact your local dealer for further information.

With the KTM Powerparts catalogue having every available add-on extra from a needle to a toaster, the introduction of fuel injection into the fleet has added the 'user setting tool' to the KTM parts available. This fuel management tool allows you to make fine-tuning adjustments on your bike with a laptop so now you can connect the bike to the laptop and make adjustments according to weather and track conditions.



IMMACULATE HUNTER
DOMINATES LAST 250 GP
OF 1982 AT VIMMERBY



HANSEN SNEEPS TO VICTORY
IN THE 1982 SWEDISH 250 GP

SHINING BRIGHT!

A PRACTICE CRASH CUT HIS CAREER TRAGICALLY SHORT BUT IN JUST A FEW FAST AND FURIOUS YEARS DONNIE HANSEN CARVED OUT A LEGACY BASED ON QUALITY, NOT QUANTITY...

Words and photos by Jack Burnicle

When Josh Hansen won the opening 2011 Western Region Lites SX round at Anaheim it was one of the best days of his dad's life. Because 29 years earlier Donnie Hansen also scored his maiden AMA supercross success at Anaheim, making them the first father and son in the sport to achieve this exclusive double!

Nicknamed 'Holeshot', Donnie had already won an historic 1981 Trophee and MX des Nations double for the USA and would go on to claim national championships and a grand prix win before a massive practice crash ended his racing life at the tender age of 23.

He was born on March 10 1959 in Sunland on the fringes of Los Angeles. His own dad – Josh's grandfather Jerry Hansen – raced TTs and flat track and the family's immersion in motorcycle sport led to Donnie starting out on a Taco minibike at the age of seven. "But I never raced minibikes," explains 52 year-old Hansen today. "I just learned to ride in the desert. Then I started racing local southern California races when I was 16 and turned pro at 17

riding a CanAm." Donnie rode his first AMA supercross in the Los Angeles Coliseum and finished a sensational seventh and top privateer. "Honda called me right after that!"

Hired by new Honda America bosses Roger De Coster and Dave Arnold, Hansen finished eighth in the 1981 supercross series and a fine third in the 250 Nationals. Then De Coster decided to take a quartet over to Europe to contest the 1981 team events, neither of which the USA had ever won. Hansen lined up alongside Danny LaPorte, Johnny O'Mara and Chuck Sun to take on the might of Europe. Belgium, winners of the 250cc Trophee for a record-breaking 10 successive seasons, were firm favourites on home territory.

"Lommel was very rough with deep sand," recalls Hansen. "I'd done a lot of training in Florida where the terrain was similar so I was confident there." His first race fourth place behind LaPorte and O'Mara helped the Yanks to a famous victory on a warm, balmy afternoon before they headed to a contrastingly slick, stony, full-bore German GP track near Cologne and Donnie's first 500 outing since his amateur days!

"Bielstein was fast and very greasy when wet," says Donnie. "I crashed during the first [dry] moto, got up and still finished second." A vital 13th place in the damp second race, backing up hard-charging runner-up LaPorte, meant the USA had triumphed once again by a single point from the unlucky Brits!

Dave Arnold remembers that HRC in Japan weren't too interested in US activities back then. "But without the pressure of top engineers breathing down our necks we accomplished a lot during 1981," says Dave. "We cut up frames and tried different head angles and weight biases and signed riders like O'Mara and Donnie Hansen. Donnie in particular was a no-name who became very competitive and started beating Bob Hannah and Mark Barnett and our team began to gain some recognition.

"When the '82 bikes showed up from Japan they were unbelievable! We pushed for power bands, chassis geometry and link ratios we'd developed but also got low gas tanks, vacuum pumps and monocoque air boxes. It was an innovative bike, ahead of its time and the beginning of a Honda wave of winning!"

>>



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

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*Source: The Exchange, November 2010 **Excludes professional sports people.

The 1982 season threw Hansen up against raw newcomer Ricky Johnson and his Yamaha team-mates Broc Glover and Hannah, Jeff Ward (Kawasaki), Suzuki's reigning SX champ Barnett and his own Honda stablemates Bailey, O'Mara, Gibson, Shultz and Chandler!

"We were all good enough to win a championship," reckons Hansen. "But my toughest supercross rival was Barnett." After winning that opening round in Anaheim, Donnie went on to triumph twice in the Pontiac Silverdome and won a fourth Main Event in Seattle to dethrone Barnett – also a four-time winner – by 16 points and clinch Honda their first ever AMA supercross crown!

He then faced a similar cast in the 250 Nationals. "The toughest guys outdoors were Johnson and Glover," says Donnie who won rounds at Southwick and Mount Morris. But Ricky and Broc had also won two apiece so they all arrived at Castle Rock, Colorado, neck and neck for the crown. There an over-exuberant 'RJ' broke his Yamaha's back wheel while Donnie took his third overall victory and the title.

Selected once more for the des Nations, Hansen travelled early to Europe with his legendary wrench Brian Lunniss, Arnold and De Coster. A week prior to the team events, the final 250GP in Sweden would climax an epic world championship at Vimmerby, a fast, forested sand track near Gothenburg. With his Danish family ancestry, Donnie obviously felt at home and although former champion Georges Jobe set fastest practice time ahead of Hansen, 'Holeshot' swept into an early lead leaving Jobe and fellow championship challenger Kees van der Ven to dispute a distant second place.

In fact, the only time Hansen was headed all day – by Frenchman Daniel Pean – was as race two rampaged into the flat-out, sweeping first turn. "I got second out of the start behind a Kawasaki," reported Donnie. "He got into a big swap and I went past but in the next turn I hit a bump hard and both feet flew off the pegs. I was nearly off right there!"

That was the only visible error made all afternoon by the calm, smooth Californian. While compatriot LaPorte claimed the world title Hansen, poised and stylish, scythed to an imperious double victory before leaving for



SECOND IN THE OPENING
MOTO OF THE '81 MX DES
IN HIS FIRST PRO 500 RIDE!



UPPERLY RELAXED HANSEN AWAILS
START OF 1982 SWEDISH 250 GP

Germany. There he was joined by team-mates O'Mara, Danny Chandler and Jim Gibson to train with Honda Germany's Rolf Dieffenbach.

Big Rolf had clinched fifth in the world at Vimmerby and welcomed the US squad to his personal practice facility at his home near Stuttgart. "Magoo and I were the first ones out on the track doing laps," recalls Hansen. "There was a triple or double section that I was doing with no problem, except for the lap I crashed. I don't remember anything about the crash or why it happened..." Not surprisingly.

While his team-mates plus late substitute David Bailey won emotional des Nations victories in Switzerland and Germany, Hansen fought for his life. "I was in a coma for three weeks. They had to drill a hole in my skull to release the pressure on my brain. I had to learn to walk and talk all over again. Overall, it took me almost a year to recuperate. I tried to make a racing comeback but the injury had caused me to lose my balance and timing. I wasn't able to compete at the level where I knew I needed to be so I decided at that point to retire."

This cruel termination of a burgeoning career explains why Hansen is often overlooked in the pantheon of US motocross greats. But every cloud has a silver lining and in 1985 Donnie met his future wife.

"I'd learned a lot during my professional racing career and felt I could make a difference in the sport," he explains. "In 1984 I started up the Donnie Hansen Motocross Academy and my wife Becky and I have worked hard to make it what it is today." Donnie not only trains riders in the States but also travels around the world taking schools. He recently returned from a five-week stint in New Zealand and would love to come over and teach in the UK if anybody out there is interested!

Donnie and Becky divide their time between California and Colorado. "Our main home is Colorado and we love it there but the weather between December and April isn't so good so we usually go to California. That's the time of the year when our European riders want to come over and train, where it's warm and sunny!"

They have five kids – three from Becky's first marriage and Josh and Caitlin together. And they celebrated their 25th wedding anniversary last December. What better silver anniversary gift than their son's milestone emulation of Donnie's 1982 Anaheim triumph. Now all Josh – already crowned Australian supercross champion – needs to match his dad is a couple of AMA titles, an MX des Nations crown and a grand prix win!

BORN IN THE USA...

...NOT QUITE BUT STEVEN CLARKE CREDITS THE STATES AS THE PLACE HE LEARNED TO RIDE – AND THE PLACE WHERE, ULTIMATELY, HE WANTS TO EARN HIS LIVING AS A PRO RACER

Words by Dickie Dye Photos by Suttty, Ray Archer and Steve Cox

Steven Clarke is 20 years old and has the potential to be a great motocross rider. Possessing almost flawless technique, he has style, balance, control on a bike and big enough balls to tackle most obstacles on the track. He's also chosen to follow a slightly different path to others and credits most – if not all – of his ability to training, riding and living in the USA, 8,000 miles away from his family home in the Midlands.

"When I started riding and racing motocross I was crap. In 2002 I think I finished 25th or something in the BYMX but then Adam Chatfield suggested to my dad that I go and stay at Davi Millsaps' motocross ranch in Georgia and that's where it all began to fall into place. I went from the back of the pack to the front in a year.

"For 2005 I was signed up by Rob Hooper and rode an 85 Suzuki winning the BYMX, the KWS and the junior world championship in Czechoslovakia. I had a really good year and was all set to continue.

"The following season was different right from the start. Ryan Thorpe was my mechanic

and I was now on a Honda. We got on really well, he came riding with me and he helped me out with loads of stuff on and off the bike but I just kind of got the feeling everything and everybody was against me. If I was in a race it was like the organisers were just looking for reasons to throw me out. I was leading the BYMX and at one round I was disqualified for overtaking on a yellow flag. I didn't do it but it meant I lost the championship to Ashley Greedy.

"It felt like everything was going wrong, even my dad was banned from coming to the races. I was lying second in the Under 21s right until the last round, then DNF'd one race and finished third."

Ryan, his wingman throughout the year, sees it slightly differently...

"I had a great year with Steve and PAR Honda. He rode well and tried hard. I can understand what he's saying about everyone being against him but that's just racing. I don't think there was anything personal from anyone. We did have to strip the bike three or four times in the season to have it measured and other riders did protest about this and that but you've just got to get on with it and >>



Steven Clarke's got the tools to win titles but so far he's struggled to make an impact in 2011

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Scuba Steve's got smooth SX skills and is a regular scorer in the AMA championship

ROB HOOPER

A BIT FROM THE BOSS

"I knew Steve through Lewis Gregory who was riding a Suzuki at the time. Steve did okay in 2004 in the BYMX and I thought he would be a good investment for 2005. The season went well and we had some good results.

"I originally offered Steve a two-year contract but what we had to offer for 2006 wasn't really enough for him and PAR put more on the table so he switched from Suzuki to Honda. I don't think it really worked out for him as planned but it was his decision.

"In 2010 I was really hoping for a big sponsor to come on board. We had done all the negotiating but that all fell through at the last minute. I'd planned to concentrate on MX1 but without the budget we expected I couldn't get the riders I wanted. I switched my focus to the MX2 class which I think is a little easier to get some good results and I thought Steve would be a match for the likes of Osborne, Banks-Browne and Nichols. Historically, Steve also had the profile my sponsors were looking for so we signed him up.

"The remainder of this year is going to be tough. I expect Steve to finish in the top five in the Maxxis British championship and top three in the Red Bull Pro Nationals."

that's what I did.

"At the end of the year Steve went back to Millsaps' in America for the winter and didn't come back. I didn't fancy doing that at that time but I know he did really well the following year."

The 2007 season was spent in the USA. The US seasonal trend is to train and practice for a couple of months from October to just before Christmas, then compete in the supercross series, then follows the outdoor championships. There are just a couple of weeks gap between the two.

"Preparation facilities at Millsaps' academy are second to none," says Steve. "It has a three-minute motocross track and two supercross tracks built by '70s US Suzuki factory rider Mark Barnett. They have a gym, a basketball court, volleyball, personal trainers, mechanics – you name it, it's there. Davi's mum Colleen does most of the coaching..."

At this point we need to speak to Colleen seeing as Steve puts so much importance on his time spent Stateside...

"Steve has been riding in the US for quite a few years now," says Colleen. "His talents run deeper than even many of the pro riders on tour here at this time. He is fluid and efficient on a bike and his timing capabilities – especially in SX – are beyond most riders. He has an almost flawless technique and when you watch him ride he makes it look effortless. He was doing very large supercross whoops on an 85 – on top of them, blitzing. We thought supercross was going to be so easy for him..."

"His talents could only take him so far as many riders learn in the pro ranks. It takes much more than that to actually become a

championship contender. You have to believe in yourself as much as others do, along with working as hard or harder than your competitors. He somehow did not have the belief in himself that he was good enough to be one of the 'guys' and his work ethic slowly began to reflect that.

"We all call Steven 'Scuba' from the Adam Sandler movie [Big Daddy] – Bryan Johnson gave him the nickname and it stuck. Most people out here don't even know his name is Steven! If he would believe in himself as much as all the people around him believe in him he could make a good living easily, doing what he loves – motocross."

Okay, let's go back to Steve who picks up the story at the start of 2007...

"In 2007 I had an okay deal with Suzuki in the US. We had to buy bikes but we got the parts for free. One of the biggest and best amateur race events of the calendar for young American racers is Loretta Lynn's. It is absolutely massive. Racers come from all over the US to race and I won one of the 250 classes. It was a massive deal for me and later that year I also won the 250 and 450 classes at the Mini Olympics in Gainesville, Florida.

"For 2008 I had a full Rockstar-sponsored amateur ride. It was another good year and I had loads of seconds, thirds and fourths in the supercross series and won the Florida Winter Series in both 250 and 450 classes. I turned up at Loretta's again and finished second in the 250A class and third in the 250 Pro-Sport. It was a good performance and we were all pleased.

"A few weeks later I went to the youth >>



With team boss Rob Hooper

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SCUBA'S STEED

DICKIE LAPS IT UP!

I managed a few laps of APEX MX on Steve's Maxxis Apico Suzuki practice bike which is pretty close to his race bike in spec although the racer is a much more highly-tuned version. The bike has an Akrapovic pipe, reprogrammed ECU and Factory Connection suspension and runs 13/49 gearing. It is rather lively. A predominantly strong bottom-end motor with a good mid-range and enough power to be comfortably controlled by precise gear changes.

Steve has it set up with the gear lever in a flat line with the left footpeg which is a little awkward for me to get my size 10 toes under. His rear suspension is soft and his front is relatively hard but he rides over the front of the bike which balances it nicely. His bars are anything but US style and they sweep back – unusual for a 20-year-old who cut his teeth on the supercross tracks of America.

The bike turns on a sixpence, feels balanced in the air and is fast on the ground. The soft rear suspension allows the bike to compress and drive while the front end soaks up the over and under-jump errors – of which there were a few!



In Maxxis action at Lyng

Steve came away from the opening AMA National at Hangtown with a paltry three points



world championship in Holland and had a fourth overall. Soon after this I turned Pro. My first few Pro races didn't really go to plan. At Southwick I was lying second and crashed in race one and in race two I crashed again and was knocked unconscious. I raced at Steel City a few weeks later and finished 16th and seventh.

"In October I started my preparation at MTF for '09. I finished 10th overall in the East Coast Lites SX series and had a strong fifth at Indianapolis. Outdoors I ended up 14th and won the Under 21s MXdN in the Ukraine. I was on the short list for the British MXdN team but broke my wrist riding at home in the UK.

"Once again October saw me start SX training at MTF and then in January it was the 2010 East Coast Lites SX series where my best finish was a ninth. I moved up to the 450 class for the outdoor series and rode for Suzuki City in Biloxi, Mississippi. But the team ran out of money and I had to miss the last round of the championship, finishing 19th.

"With nothing else really on the table I was

offered a deal with Raceline Pirelli Suzuki to race the Australian SX series and finished fourth overall, winning the last round in Brisbane. Rob Hooper then called my dad and between them they worked out a deal for me to race back in the UK."

Fast forward to the present day and Steve's return to English racing hasn't – so far – gone totally to plan...

"I'm just about in the top 10 at the moment but this season I've made some stupid mistakes on the track which have cost me and we've had a couple of unavoidable break-downs. All in all it could and should be better. I've got to prove myself this year. I've got the speed, now it's a matter of putting it all together to produce some results.

"I have thought a little about next year but, as always, a lot depends on this season. It's all up in the air but I'd love to go back to the USA and win an AMA supercross championship. Five years down the line I'll be in America in a factory team. Definitely. I love it over there. Whatever happens, that's where I'll end up."



CARB CLEAN!

EVEN IN THIS MODERN ERA OF EFI THERE ARE STILL PLENTY OF US WHO NEED TO CLEAN OUT OUR CARBS...

Words and photos by Geoff Walker

Fuel injection is well established in dirtbiking but there are still many thousands of bikes out there running with carburettors.

The four-stroke carb is a major inlet for grubby water and general dirt to spoil your day's riding and even bank balance if indeed that dirt makes its way into your sparkly engine...

These dirt particles work to spoil your day in a couple of ways. The dirt and water which get into the carb body and therefore the jets and fuel flow channels stop your bike running properly due to blockages and fuel contamination. The other problem is excessive wear on your valves, cylinder and piston. This leads to bad

times and empty wallets.

The only solution to this problem is to give your carb a fairly simple service to keep everything running honey-sweet while you lay out the hot laps at your local dirtbike haven of cross-ups!

Taking a bit of time to service your carb is essential and will always re-vitalise your bike, making it easier to start and get it running like a new dirt scooter. The bike we used for this feature is a Bobby Dazzler YZF250 which belongs to a good friend of Dirt Bike Rider – England rugby playing beast Matt Banahan. The large human loves his dirtbikes and obviously likes them to run good.

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2010 MX2 British Champion Zach Osborne - image courtesy of Mark Turner



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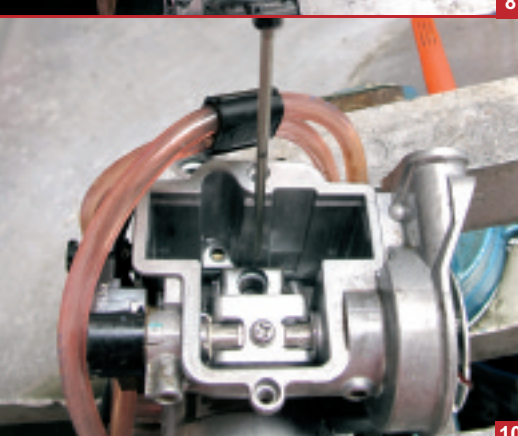
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10 11



001: First things first. Make sure the bike is as clean as you can get it before you start the strip down.

002: Remove the seat, tank subframe and rear shock. The removal of these parts may seem like a lot of work but you need to gain easy access to the carb for complete removal from the bike.

003: Loosen the front retaining clip and ease the carb out of the rubber boot.

004: The carb is connected into the bike via three areas. The first one to remove is the hot start cable and plunger. Follow this with the carb sensor plug.

005: The throttle cables are on the other side of the carb from the hot start and plug point. Remove the cable section cover and loosen and remove the throttle cables.

006: The carb is now free to be removed completely from the bike for cleaning in the wash tank and on the workbench. Give the carb body a really good clean in the wash tank or if you do not have a parts cleaner then use petrol and a small brush to loosen and remove all stubborn dirt from the carb body. It is good to completely clean all areas of the carb at this point so no outside dirt will fall into the carb when you are taking it to bits.

007: Compressed air is the key to a great carb service. The air is used to shoot through the carb's flow channels and jets to blow any crud out of the working areas of the body. Use the air to clean all jets and vessels as you work through the carb.

008: Remove the float bowl from the bottom of the carb to check for dirt and service the fuel pump located at the base of the bowl. The fuel pump cover on this carb is a Boyesen unit to help with fuel flow. Remove this pump cover and be very careful not to lose any of the small o-rings when cleaning. This part of the carb retains a lot of water and crud from power washing as condensation etc can get down the pump channel from the throttle cable housing. Clean the float bowl, pump diaphragm, spring and cover then rebuild ready to fit back onto the carb body.

009: The jets and floats in the main body must now be removed and cleaned. I use petrol in a Wurth spray bottle to clean these carb parts before blowing through with compressed air. This is the final part of cleaning in the bottom part of the carb. Rebuild all jets after checking they are clean and not worn, pop back into the carb and re-fit float bowl.

010: Turn the carb upright and remove the carb top. I then remove the needle to check for wear. I use a little Honda carb tool at this point to remove the needle. This little tool grabs the needle so I don't have to turn the carb upside down. Re-fit needle, grease the o-ring around the top cover and fit back into place. You are now ready to re-fit the carb.

011: Lightly grease and clean the throttle cables and hot start as well as cleaning the electronics plug areas. Re-fit all cables and plug BEFORE securing the carb into the motor, re-build all parts carefully including a sparkly new air filter and go do some cross-ups!



FOUR MAINS, THREE TITLES, ONE NIGHT...

**THE 2011 MONSTER ENERGY SX SEASON
COMES TO A CLOSE IN VEGAS WHERE
EVERYTHING'S UP FOR GRABS...**



Justin Barcia sews up the Lites East title in Vegas, beating Scot Dean Wilson into second

STATESIDE

Steve Cox is a Glock-parkin', raccoon-shootin', gung-ho American MX journo — think Hunter S Thompson with a moto-habit — who follows the entire AMA SX/MX tour. Since moving on from defunct US weekly

Cycle News he's struck out on his own to do the freelance thing. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

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Chad Reed beats defending champ Ryan Dungey in Vegas – but the title goes to Villopoto



Kevin Windham reels in holeshot specialist Mike Alessi



Kenny Roczen grabs his debut win at the final round of the series



Dean Wilson has to settle for second



In what's being touted as the most exciting AMA SX series in history, the 2011 Monster Energy/AMA Supercross Championship goes down to the wire in all three classes at the season finale in Las Vegas.

The premier championship's the headliner as Monster Energy Kawasaki's Ryan Villopoto, TwoTwo Motorsports' Chad Reed, Rockstar Energy Suzuki's Ryan Dungey and San Manuel Yamaha's James Stewart all come into the finale with a shot at the title, although Stewart is an unlikely champ hoping mainly for bragging rights by winning the Main Event.

But attrition has been taking its toll in the 450cc class and it's no different on the long, fast and treacherous Sam Boyd Silver Bowl circuit. Mike Alessi gets the holeshot in the Main Event followed very closely by Kevin Windham, James Stewart, Michael Byrne, Ryan Villopoto, Chad Reed, Tye Simmonds, Ryan Dungey, Chris Blose and Austin Stroupe.

However, Windham takes over the lead quickly

and holds the spot for three laps before Stewart finds his way by. Stewart expects to check out like normal but Windham picks up on his lines through the tough rhythms and begins matching Stewart's pace, then gaining. After three laps Windham is pressuring Stewart when Stewart goes down in the dry, slick whoops right in front of Windham, collecting the 33-year-old in the crash as well. They both drop out of the race, Stewart limping and Windham having, according to reports, bruised his spleen. With the crash points leader Villopoto pulls into the lead.

Needing only fifth place or better to win his first ever 450cc title, Villopoto comes under pressure from his chief championship competitor Reed and after a few laps he gives way to the Aussie, then to defending champ Dungey who has won a few times in Las Vegas.

Dungey gets close enough to pressure Reed but doesn't get close enough to actually make a realistic shot at a pass and Reed holds Dungey off to the finish to win his second Main Event of the year

while Villopoto finishes third and collects his first ever 450cc title, giving much of the credit to trainer Aldon Baker.

"I showed that I had the speed to win but I wasn't in the kind of shape I needed to be," Villopoto says. "Aldon does a great job of helping me stay in shape and he's a big difference between the result this year and last year."

Baker is undefeated in championship chases since he began training motocross racers – starting with Ricky Carmichael in 2001 – when his racer doesn't drop out of a series with an injury. Behind Villopoto comes local boy Chris Blose then Andrew Short and Villopoto's team-mate Jake Weimer who actually starts 18th in the Main.

The night starts out, however, with two Main Events instead of heat races in the Lites class. First to go is the Lites East Main Event comprising the 20 fastest riders from daytime qualifying. GEICO Powersports Honda's Justin Barcia is quick out of the gate and leads right away but falls, handing the lead to DNA Shred Stix/Star Racing



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Yamaha's Ryan Sipes.

Sipes is hounded throughout the Main Event by Monster Energy/Pro Circuit Kawasaki's Blake Baggett. Baggett gets close to Sipes many times but finally, on the last lap, Sipes makes a deadly mistake attempting to cover an inside line to prevent a block pass which allows Baggett to jump right past him around the outside.

Baggett takes his second Main Event victory of the season following his earlier success in Daytona in early March ahead of Sipes, new champion Barcia and Baggett's team-mate Dean Wilson who comes from well outside the top 10.

The Lites West finale sees 17-year-old Ken Roczen get out to the early lead before he falls, handing the position to Cole Seely. However, a few laps later Seely falls himself in the same spot – the tricky turn before the finishline jump – and hands the lead right back to Roczen who races out front for the rest of the Main to take his first ever AMA supercross victory.

But the real story is behind him. By the halfway point the second group of riders is a tight group comprising Seely, Kyle Cunningham, points leader Broc Tickle and Eli Tomac. Between Tomac and Tickle whoever beats the other will win the Lites West title and it isn't until the last couple of laps when it's decided as Tomac gets tangled up momentarily with

Cunningham, allowing Tickle by them both into second for his first ever championship. Cunningham finishes third from Tomac and Seely.

"This is why I came to Pro Circuit," Tickle says on the podium. "I wanted to win titles and I did it. This is just unbelievable."

And that isn't all as far as the Lites Main events are concerned as just prior to the 450cc finale the Lites guys take to the track one final time in the Davey Coombs Sr Lites East/West Shootout, pitting the top racers from both coasts against one another.

Barcia, now sporting the number 1E, takes the holeshot in the 10-lap sprint over Lance Vincent, Sipes, Seely, Roczen, Davalos, Hunter Hewitt, Travis Baker, Wilson and Cunningham while Tickle, now sporting the 1W, starts 19th.

However, Barcia takes a tumble and then a second one later on, handing the lead to Sipes who leads the remainder of the race with apparent ease to win from Seely, Roczen, Wilson and Davalos. Tickle gets up to 10th at the finish.

"I wish I could've won this when they were giving the truck away," Sipes jokes at the season-ending banquet, speaking of years past when they gave away a Toyota Tundra to the winner of the event. "The five grand is cool, though..."

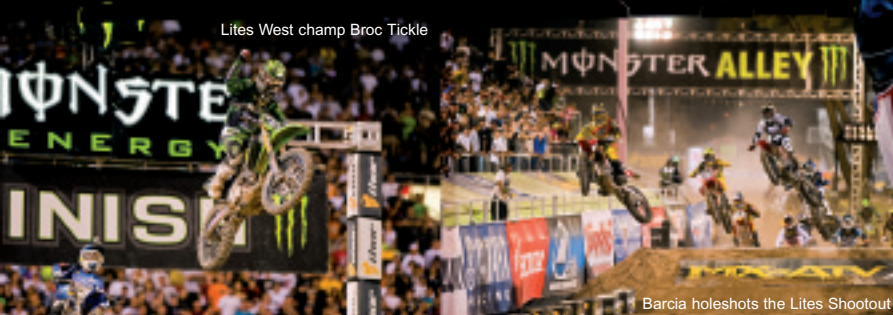
Now the riders head outdoors...



After last season's injury heartbreak the 450 SX title goes to Ryan Villopoto



An inconsistent James Stewart comes up short



Lites West champ Broc Tickle

Barcia holeshots the Lites Shootout

SERIES STANDINGS

450cc

- 1 **Ryan Villopoto**
- 2 **Chad Reed**
- 3 **Ryan Dungey**
- 4 **James Stewart**
- 5 **Trey Canard**
- 6 **Andrew Short**
- 7 **Kevin Windham**
- 8 **Davi Millsaps**
- 9 **Justin Brayton**
- 10 **Nick Wey**

LITES EAST

- 1 **Justin Barcia**
- 2 **Dean Wilson**
- 3 **Ryan Sipes**
- 4 **Blake Baggett**
- 5 **Blake Wharton**
- 6 **Matthew Lemoine**
- 7 **Malcolm Stewart**
- 8 **Lance Vincent**
- 9 **PJ Larsen**
- 10 **Hunter Hewitt**

LITES WEST

- 1 **Broc Tickle**
- 2 **Eli Tomac**
- 3 **Joshua Hansen**
- 4 **Cole Seely**
- 5 **Ryan Morais**
- 6 **Ken Roczen**
- 7 **Tyla Ratray**
- 8 **Kyle Cunningham**
- 9 **Martin Davalos**
- 10 **Ben Evans**





ALFRESCO!

THEY'RE SERVING UP AN OUTDOOR FEAST STATESIDE WHERE REED AND WILSON LEAD THE WAY AFTER A COUPLE OF ROUNDS...

By the time everyone is sick of supercross it's time to start getting ready for the AMA Nationals. And that's true both of the racers and the rest of the industry. It's exciting to know there are new titles on the line and that the style of racing is about to change. But it's not often that you get something that's almost a complete surprise – and we're getting that this year.

Chad Reed won Hangtown in 2010. His first race of his first ever outdoor title defence, he grabbed a moto win and the overall. But from there his season went down the tubes to the point that many – including himself – thought that he wouldn't return to race in 2011. Well, after finishing second in the 2011 Supercross title chase he hit the outdoors with the rest of the top racers in the sport.

However, it's another veteran racer – Kevin Windham – who

grabs the holeshot in the first 450cc moto of the season over Brett Metcalfe, Ryan Dungey, Reed, Ryan Villopoto, Chris Pourcel and the rest of the field. Dungey immediately moves past his team-mate Metcalfe and Villopoto quickly passes Reed and Metcalfe, landing himself in third with Reed behind him. As the laps wear on Dungey finally chases down 33-year-old Windham and starts to put some time on the field while Reed seems content to hang behind Villopoto for a while.

After studying up on Villopoto's lines Reed goes by the new supercross champ, then does likewise with Windham before setting out after Dungey. He can't quite catch Dungey but it's obvious that Reed – the supposed supercross specialist – means business outdoors. Villopoto finishes third over Davi Millsaps and Metcalfe while Windham succumbs to the pace and finishes sixth.

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FAK UNLIMITED



After disappointing indoors, Davi Millsaps looks a different rider in the Nationals



Kevin Windham chases Ryan Dungey



Tyla Rattray leads a Pro Circuit freight train at Hangtown



Blake Baggett leads the 250 class after the opening two races

In the second moto Villopoto grabs the holeshot from Dungey, Reed, Windham, Jake Weimer and the rest and Villopoto decides to put up a fight despite being ill the entire week leading up to the event. It takes the defending outdoor champ, Dungey, seven laps to pass Villopoto and when he does Reed follows him right through. Then only two laps later Reed makes a brilliant move past Dungey and into the lead, then takes off.

So Reed scores the moto two victory over Dungey and takes the overall win with it while Dungey leaves Hangtown tied for the points lead. Villopoto sits third and hopes to be more healthy for the upcoming races.

In the 250 class last year's Hangtown overall winner Eli Tomac grabs the holeshot in the first moto, then loses the lead to James Stewart's little

brother Malcolm for a few turns before Malcolm almost falls and gives the lead back. Tomac leads for a few laps before Scotsman Dean Wilson goes by through a set of whoops up a hill and then takes off. Wilson wins going away over team-mate Blake Baggett who passes Tomac on the last lap for second. Baggett does so after falling early in the moto and dropping back to ninth.

In the second 250 moto Justin Barcia grabs the holeshot over Tyla Rattray, who quickly takes over the lead on lap four after Barcia goes down. Rattray looks to have it under control but Baggett comes through the field from the tail end of the top 10 to chase Rattray and his team-mate Wilson down in the closing laps and take the win.

It gives Baggett the overall and the points lead over Wilson (third in the moto, second overall) and

Rattray (second in the moto, third overall), completing another Pro Circuit podium sweep.

Everyone knows going into Texas that it's going to be miserable conditions and they prepare themselves for it but still many racers end up getting physically ill by the end of the day. In the first 450 moto, young Christian Craig grabs the lead in the second turn from holeshot artist Weimer and then leads the first half of the moto before finally being passed by Reed for the lead, followed closely by Dungey.

Dungey dogs Reed for a while then falls off the pace. Reed takes the win going away over Dungey, Villopoto, Millsaps and then Craig.

Moto two sees Metcalfe grab the start but his team-mate Dungey is by before the end of the first lap. Reed snatches second but can't quite match

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Super Scot Dean Wilson heads the two-fiddy division after Texas

Dungey's pace. As Reed tries to up his pace to match Dungey's he falls, then reports smelling gasoline which makes him think his fuel may be boiling. Dungey pulls away to a massive lead but with only a lap-and-a-half to go his bike stalls and will not restart. We find out later that it's down to fuel boil which causes vapour-lock in Dungey's bike...

Reed takes the win in the moto while Dungey goes from first place to 25th, earning no points in the moto. Reed carries a sizeable points lead into High Point after a weekend off over Villopoto who is third overall on the day yet again.

In the 250 class round one winner Baggett takes the lead in the first moto after holeshot artist Barcia goes down and takes out reigning MX2 world champ Marvin Musquin with him. The crash breaks Musquin's thumb while Barcia gets back up in 24th place.

After two laps Baggett, who has pulled out a big lead, goes down and hits his head. He gets up in 13th and begins moving forward until he eventually finishes seventh. When Baggett goes down his team-mate Wilson takes over at the front and leads the rest of the moto, taking the win from Rattray, Kyle Cunningham, Gareth Swanepoel, Tomac, Nico Izzi and Baggett.

In the second moto Barcia grabs another holeshot but this time he holds it together and leads the entire moto until with three to go Rattray finally catches him in the Texas heat and pushes him back to second. Rattray takes the win and the overall with a 2-1 score over Wilson's 1-3 and Cunningham's 3-4. So Wilson leads the points from Rattray with 20 motos still left to run.



SERIES STANDINGS

250cc

1	Dean Wilson
2	Tyla Rattray
3	Eli Tomac
4	Blake Baggett
5	Kyle Cunningham
6	Justin Barcia
7	Gareth Swanepoel
8	Martin Davalos
9	Cole Seely
10	Broc Tickle

450cc

1	Chad Reed	97
2	Ryan Villopoto	76
3	David Millsaps	72
4	Ryan Dungey	69
5	Brett Metcalfe	64
6	Ricky Dietrich	53
7	Christian Craig	47
8	Kevin Windham	45
9	Jake Weimer	44
10	Tommy Hahn	40



Former British championship runner Gareth Swanepoel's enjoying a great start to his season



He's sick leading up to Hangtown but Ryan Villopoto hangs tough and holds second after two rounds



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FORGET THE CHEQUES AND THE CHICKS, CHAD REED'S RACING THE AMA NATIONALS FOR THE SAKE OF HIS PRIDE – AND THAT, RECKONS OUR MAN IN THE STATES, WILL MAKE HIM VERY HARD TO BEAT...

Words and photo by **Steve Cox**

Chad Reed is something else. The dude seems like he's over motocross completely at the end of 2010. He was mad that Parts Unlimited were fining him to the tune of like \$60,000 per week for not racing while he was hurt in supercross, he was sick, he was burnt out and he didn't get along with his team.

So what did he do? He said "well how about if I just build my own team, ride Hondas and try and take on the world that way?" and that's exactly what he's done...

Well, certainly he wouldn't be truly competitive. That's what people thought. It took him until the Oakland Supercross to get his first podium finish and it seemed like people were happy for him. "Oh, isn't it nice that Reed could get a podium on his little team – that's really sweet, isn't it?"

Then he won San Diego, put himself in the middle of the points race and kept putting the hurt on the guys for the rest of the season, eventually finishing a very close second place to Ryan Villopoto.

Then he decided on very short notice to go race outdoors. Now, outdoors he has a full-factory Honda because Honda may be slow to learn but they do learn. And both of their riders – Trey Canard and Josh Grant – are injured. Never an outdoor specialist, most didn't figure Reed would do much more than battle for podiums.

Then he dominated round one – going 2-1 for the overall – and capitalised on Ryan Dungey's bike quitting at the end of moto two in Texas to go 1-1 and become the sole points leader in the 450 Nationals on a factory bike but riding for his own team. And he's 29 years old. The guys he's racing against are in their early 20s. Ryan Dungey can barely drink legally in most states.

At this rate he may very well end up the outdoor champ for the second time in three years and just over six months ago he wasn't even sure he was going to race in 2011 at all – or even ever again.

For Reed it seems like it's about pride, not money. In the AMA the rule is that that points leader runs red numberplate backgrounds so that the fans know

who the champ is (the guy with the #1 plate) and who the points leader is as well. It's a really smart rule, actually. But since Reed and Dungey both won a moto and got second in the other they were tied for the points lead going into Texas which meant both Reed and Dungey got to run the red backgrounds.

And Reed didn't like that at all. The way he saw it, if the championship ended that day he would be champ by virtue of winning the overall so he should get the red plate. So, in protest, Reed didn't run the red plates in practice and he would've avoided running them in the race, too, if he could have. But the rules wouldn't let him. So in Texas he set out to take over the points lead for himself and he did. Now he can run the red plate all by himself.

And when this is your motivation as a racer and not money or chicks or whatever, it makes you very hard to stop. Just ask the other 39 guys on the gate the last two weeks...





COMEBACK ATTACK!

**CLOSE TO WALKING AWAY FROM THE SPORT HE LOVES,
SI WAKELY'S RETURN TO UK ENDURO COMPETITION
HAS ARGUABLY SEEN HIM FIND THE BEST FORM OF
HIS CAREER SO FAR...**

Words by Robert Lynn Photos by GMC Events/Llewellyn Pavey

Although still only 25 years old, Si Wakely has been at the forefront of the British enduro scene for quite some time collecting British titles, European championships and ISDE gold medals along the way. With substantial backing and a desire to reach the very top during 2010 he appeared to have it all.

But only a matter of weeks after finishing fourth overall in the ACU British Sprint Enduro Championship he shocked the off-road fraternity by announcing his retirement from the sport, citing frustration and a lack of motivation as the main reasons for burning out so soon.

During the summer of 2010 Si fell off the radar completely and it wasn't until late into the off-season that news filtered through of Wakely's impending return with Midwest Racing Husaberg UK. It appeared the fire inside had re-ignited... >>

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FOR QUEEN AND COUNTRY

BACK FOR ANOTHER SIX DAYS

Taking a 'head over heart' decision to focus on national competition during 2011 means Si's ambitions to return to the European Enduro Championship have been put on hold. But his selection as a member of Britain's Trophy Team to compete at this year's International Six Days Enduro in Finland means Si will still get a fix of international competition this year.

"When I decided not to compete in the European champs I immediately made myself available for the six days," explains Si. "Getting picked is a real honour and means I won't completely go without international competition this year. Some riders might not see it as being as important as it once was but I love it, I'm thrilled to be heading to Finland."

So how does Si rate Britain's chances this year in light of the fact that Knighter's not racing and that they face some seriously stiff competition? "It's a shame we can't put forward our strongest team but those that will race will do their best. Beating teams like France, Italy, Spain and Finland etc is almost impossible because they're filled with full-time riders and world championship regulars. But anything can happen. We got fourth in Slovakia a few years back. Whatever happens I'm sure it'll be a great event."



He's only just starting to get the two-stroke Berg dialled in

DBR: It's good to see you back at the races again – you've been missed. How does it feel to be out racing again?

SW: "[Laughs] Yes, it's definitely nice to be racing again. Although taking a break from the sport last summer was good to recharge the batteries it's nice to be back doing what I love."

DBR: Last year you finished off a strong BSEC season with fourth overall. Everything seemed to be going well but then only a few weeks later, seemingly out of the blue, a press release was issued stating that you had decided to retire from the sport. What happened?

SW: "That was a difficult decision for me to make but it was one that had been building for some time. It had a lot to do with frustration in that I felt my results weren't matching the effort that everyone was putting into me. The final round of the BSEC was one that should have suited me. The conditions were wet and generally I perform well in wet grassy tests but that weekend just didn't work out for me and it sort of became the final straw as far as my season was concerned. I was lacking the motivation needed to push that extra bit more and it reached the point that if I didn't stop I'd have probably ended up walking away for good."

DBR: To reach the top level in any sport you have got to fully commit to it. At 25 years of age you were effectively a full-time, unpaid racer. Was struggling to survive week-to-week without a wage part of the reason for stopping?

SW: "Yes, that had become a big part of my decision to stop. I'm grateful to have had all my



racing costs covered – MPS Racing and Husqvarna were very good to me – but in order to compete at that level I needed to fully commit to it therefore I wasn't able to hold down a full-time job. Yeah, outside of racing I was struggling financially. I was frustrated that I didn't have money to live a normal life and I was also frustrated that I was putting all this effort into racing and yet I still couldn't bridge the gap and make it to the next step in the sport."

DBR: So what did you do with the time off away from racing?

SW: "Nothing at first! To be honest it felt strange not going racing at the weekends. I've been racing since I was about six years old and our weekends have always been about packing the van to go to the track on a Sunday. At first I thought I'd made a mistake and wanted to go back at it straight away but I knew I had to distance myself from racing in order to clear my head. I got a job working as a postman and finally had that steady wage I wanted. For a while I enjoyed just being normal and it was a relief not to have to wash my bike and go training every week but the itch was always there to return."

DBR: When did you decide to return to the track?

SW: "Rogershill Raceway is my local track so the guys there – Danny Hall and Brad King – would

lend me their bikes to have a play on during the summer. At first it felt good just to go out and ride for fun, enjoying it without the pressure of racing. But the hunger to race was always there and after watching the final round of the British Enduro Championship at the Natterjack I knew I wanted to return."

DBR: How then did the Midwest Husaberg deal come about?

SW: "Initially Midwest wanted me to race for them last year but I had already committed to my set-up with Husqvarna so it wasn't possible. At the end of the year I went down to their open day to test out the new bikes. After riding both the four-stroke and the two-stroke models I knew straight away I wanted to race the 250 two-stroke. It suited me perfectly and from then on I became part of the team for the 2011 season. It's been a really good experience so far, the whole team is very relaxed and everyone puts in a lot of effort to make sure that we've got everything needed to compete at the top level."

DBR: Now that the racing season has gotten under way, you seem to have shown little signs of being race rusty. How has your season been so far in the BSEC?

SW: "Coming into the opening rounds I was actually sort of nervous and apprehensive about getting started. It was a strange feeling to have as I usually don't suffer with nerves like >>>

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that. I suppose it had a lot to do with being sat on the sidelines for so long. I didn't know where I would fit in. I knew my fitness was good and I felt I still had the pace but it's not until you leave the start line that you find out for sure where you stack up. To finish fourth at the opening round in Saints Well was a big relief. With the conditions being so difficult it was a big confidence boost to know I was still in the same ballpark as everyone else.

"At the third round in Monmouth I ended up third overall in Elite. On a track that was fast and rough that probably better suited four-strokes I was delighted with my result. Now I'm feeling that I'm getting back to where I know I should be. Things are going well, I'm enjoying being out on track again and having fun."

DBR: Your home round of the series in Dorset didn't go as well as you'd hoped – what happened there?

SW: "It's great having an event so close to my home but I always somehow manage to get mixed results close to home. I wasn't feeling 100 per cent before the event but I got third on the first day which I was pleased with. Day two should have been better because I was feeling better but I made some mistakes, crashed a few times and ended up a little further down the

results. It was just one of those days. But I was generally happy with the way things went."

DBR: Do you feel totally settled on your Husaberg?

SW: "I loved the bike from the first time I rode it but it's only now I'm really understanding how to get the best from it. I guess that is helping me. Now I'm trying small things with the set-up which are definitely helping. I've learned a lot and now I know what to do to make things better in different conditions."

DBR: It's clear you've found a balance between work and play that's allowing you to remain serious about enduro while also earning a crust. Do you have any ambitions to return to either world or European championship competition?

SW: "I do miss it. I was thinking about doing the European Enduro Championship again this year as I still have the desire and drive to do international events. I keep an eye on what's going on internationally and do miss competing in the biggest events. I'd love to return to the EEC but financially it's a big commitment. I decided this year to focus on racing in the UK and to be honest there's a season of good enduro events to race in the UK now which there hasn't always been. I'll see how

things go but I'm not ruling out returning to the EEC in 2012."

DBR: Now that we're well into our second season of BSEC racing how do you find the format of sprint racing?

SW: "Overall the format of the event is pretty solid and as a rider it has been great to get so much special test racing done in one weekend. It is showing itself as a good way to get new riders into the sport at a younger age. Here they are pushed hard on a long test but afterwards they're able to return to the paddock, think about how they can improve and build on it over the day. Hopefully this will make them want to continue on into doing timecard enduros."

DBR: Finally, there are a number of young riders that have either made significant improvements over the last 12 months or switched to enduro with notable success. How do you see the state of enduro sport in the UK at the moment?

SW: "The depth of talent in the UK is a lot deeper now than it used to be. We've seemingly always had Paul Edmondson or David Knight at the top of the enduro scene but now there are a lot of really good youngsters coming through. It wasn't so noticeable last year but this year, especially in the Under 19 and Under 23 classes in the BSEC, it's really noticeable. When I started enduros there were two, maybe three riders under the age of 19. It's great that's changing. I think enduro has a very healthy future in the UK which is great to see."

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WEST SIDE STORY

THE MXGP CIRCUS HEADS WEST ACROSS THE ATLANTIC FOR ROUNDS THREE AND FOUR WHERE THERE'S A SURPRISE OR TWO TUCKED AWAY FOR THE LEADING CAST MEMBERS...

Photos by Ray Archer

As an exercise in bringing together the best racers from the world championship and the AMA, the USGP is an epic fail. But with points on the table both in Glen Helen and Indaiatuba, Brazil, one week later it's business as usual for the FIM elite.

After a shockingly bad flu-frazzled run out in the sands of Holland the MX Panda comes alive on the wes' side. A double moto win at Glen Helen gets Desalle the red plate back and he's definitely fastest in Brazil but suffers some reet shifty luck – in moto one he almost crashes then heads off the track to find himself stuck behind the startgate and in the second he goes down while lining up reigning world champ Tony Cairoli for a pass.

The Sicilian still seems far from his best although his 2-11, 1-2 scorecards see him score more points than anyone bar Desalle. Now only 13 points back from the series lead, a strong run over the next few GPs could see the #222 challenging for the red plate we're so used to

seeing him wearing.

Sandwiched between Desalle and Cairoli in the standings is Max Nagl. Reportedly suffering with a bad back – he flies out of Brazil straight away on Sunday night in order to get to a specialist in Germany the next evening – Max's hardcore 3-2 and 5-6 scorecards keep him right there in the title hunt.

Steven Frossard's run with the red plate lasts only for the USGP where a shocking 10-DNF for 18th overall sees the Frenchman drop down the rankings from first to fourth. Seemingly back on it in Brazil the #183 challenges hard in moto one but seems to lose his mojo mid-race citing a sore thumb as the reason. A less than spectacular fifth in race two leaves the 23-year-old fifth in the standings.

Benefitting from Frossard's bad form is Monster Energy Yamaha team-mate David Philippaerts who moves to fourth in the championship chase. The '08 champ goes 5-9 in America but returns to GP winning form one week later. Runner-up in the opening gambit, >>



Jeffrey Herlings punches the air to celebrate his overall win in Brazil

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SERIES STANDINGS

MX1

1	Clement Desalle	Rockstar Energy Suzuki	164
2	Max Nagl	Red Bull KTM	153
3	Antonio Cairoli	Red Bull KTM	151
4	David Philippaerts	Yamaha Monster Energy	138
5	Steven Frossard	Yamaha Monster Energy	132
6	Evgeny Bobryshev	Honda World Motocross	110
7	Rui Goncalves	Honda World Motocross	108
8	Jon Barragan	Kawasaki Racing Team	53
9	Kevin Strijbos	Delta Suzuki	92
10	Steve Ramon	Rockstar Energy Suzuki	90
16	Shaun Simpson	LS Motors Honda	49
17	Jason Dougan	Bike It Cosworth Wild Wolf Yamaha	26
23	Martin Barr	Proppa.com KTM	8

MX2

1	Ken Roczen	Red Bull Teka KTM	191
2	Jeffrey Herlings	Red Bull Teka KTM	177
3	Tommy Searle	Monster Energy CLS Kawasaki	156
4	Zach Osborne	Bike It Cosworth Wild Wolf Yamaha	122
5	Gautier Paulin	Yamaha Monster Energy	120
6	Max Anstie	Monster Energy CLS Kawasaki	116
7	Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	108
8	Harri Kullas	Monster Yamaha Gariboldi	96
9	Joel Roelants	JM Racing KTM	90
10	Christophe Charlier	Monster Yamaha Gariboldi	89



Clement Desalle (#25) and Max Nagl (#2) are running 1-2 in the MX1 title hunt



Ken Roczen is looking good for the MX2 title although a race two mistake costs him the win in Brazil

DP19 beats his way to the front in moto two scything from sixth to first in 10 short laps to take his first overall GP since France last summer. Where are we headed next? France. Can David repeat last year's success? Don't bet against it.

The battling Brits in MX1 – that's Shaun Simpson and Jason Dougan – sit 16th and 17th in the series standings after the transatlantic trip. Woody runs 16-6 in the US and 13-18 in Brazil while Doogs goes 11-17-DNF-DNS as he struggles with his months-old finger infection and a freshly sprained wrist.

There are no such troubles for Ken Roczen who's stamping his authority all over the MX2 class like a boss. One week after picking up his maiden AMA supercross win at Las Vegas the German wunderkind dominates Glen Helen with a 1-1 then wins the first moto in Brazil equally as easily. However, a late moto slip up in race two allows team-mate Jeffrey Herlings by to take the race – and overall GP – win. Roczen rolls across the line second – his worst result of the year so far. Crazy huh?

In fact since Sevlievo the factory KTM boys have dominated the top two slots. Herlings' 2-2-2-1 run overseas cements his position as Roczen's closest challenger after four rounds.

While we all had great hopes for Tommy at Glen Helen – a circuit he's ridden as much as anyone except the MXA wrecking crew for the last two years – the fifth he scores in moto one is his first departure from the top three this year! An early crash and goggle problems keep Tommy down the pack but he bounces back in moto two with a third to take third overall.

Brazil is less kind to the Englishman but results in another 36-point haul. After being disqualified from the qualifier for receiving – unwanted – outside assistance, Tommy's forced to start from the outside of the seriously staggered start in both motos. After two duff starts, not even race winning lap times can help Tommy reach the podium and a pair of fourths is his lot. Still third in the series, Searle now sits a whopping 35 points behind the leader.

Fourth in the series after the transatlantic tour,

Zach Osborne retains the Marty Moates Cup as the leading Yank in Glen Helen with a 9-4 scorecard before running 5-5 in Brazil despite suffering all weekend with a tweaked wrist. BICWWY team-mate Arnaud Tonus has far less luck running 7-DNF in America and 7-8 in Brazil.

Mighty Max Anstie just misses the podium at Glen Helen as he loses out to Tommy on a tie-breaker as they share thirds and fifths. A solid 6-7 in Brazil sees the Englishman slip from fifth to sixth in the series standings as Gautier Paulin finally finds some of the form that saw him wearing the red plate for much of 2009.

Now the series swings back to Europe with three races on the bounce – France, Spain and Portugal. The last time Tommy raced at St Jean d'Angely he took a convincing double victory. Can he repeat this feat or will Kenny keep on keeping on? Will Jake Nicholls mix it up as he returns to GP competition? Has wildcard Martin Barr got what it takes to add more to his points tally? Tune in next month to find out...

SERIES STANDINGS

RED BULL PRO NATIONALS

MX1

1	Brad Anderson	100
2	Shaun Simpson	84
3	Stephen Sword	74
4	Martin Barr	68
5	Kristian Whatley	63
6	Gert Krestinov	57
7	Alex Snow	47
8	Nathan Parker	47
9	Jamie Law	47
10	Gordon Crockard	42

MX2

1	Elliott Banks Browne	100
2	Mel Pocock	88
3	Scott Elderfield	64
4	Stuart Edmonds	62
5	Bryan MacKenzie	53
6	Ray Rowson	50
7	Lewis Tombs	44
8	Steven Clarke	42
9	Matt Moffat	32
10	Jack Brunell	32

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125cc EXPERT

1	Jon Pettitt	136
2	Luke Remmer	117
3	Nathan Rooks	106
4	Ben Howell	99
5	Jim Davies	98

OPEN EXPERT

1	Matt Moffat	142
2	Stuart Edmonds	126
3	Daniel Arnold	115
4	Will Worden	100
5	Carlton Husband	97

125cc JUNIOR

1	Jamie Houghton	145
2	Thomas Kirk	112
3	Simon Booth	99
4	Callum Sloman	98
5	Terry Lloyd	93

OPEN JUNIOR

1	Jason Martin	123
2	Josh Williams	100
3	Jacob Grossman	87
4	Simon Booth	82
5	Tim Burrows	73



Brad's leading the Red Bull Pro National MX1 title chase with four from four...



...and Elliott Banks Browne's doing the same down in MX2





Alex Snow (#31) takes the holeshot from EBB (#44) and Woody Simpson (#24)



RED TORPEDOES!

HONDA HENCHMEN BRAD ANDERSON AND ELLIOTT BANKS BROWNE KEEP THEIR WIN STREAKS ALIVE AT ROUND TWO OF THE RED BULL PRO NATIONALS...

Words by Suttty Photos by Ian Roxburgh

With both Brad Anderson and Elliott Banks Browne going four for four so far this year in the Red Bull Pro Nationals you might be kidded into thinking that the racing has been sofa-king dull but that's a million miles from the truth. With a mixed-capacity cocktail of bar-bangin' motocross action the RBPNs are killing it equally as hard as EBB and Ando.

For round two the series heads to Landrake. As one of the best tracks in the UK it's crazy to think that the British championship doesn't visit this Cornish corker but that series' loss is the Red Bull Pro Nationals gain because when top-notch championship motocross action is delivered to their doorsteps the south westerners love it and come out in their droves to get their full-throttle fix.

Still super-pumped after his maiden Maxxis moto win at Milton Park it's Samsung Yamaha's Kristian Whatley who's fastest in quali and he translates that first – or 21st to be exact – gate pick into a holeshot come race time. Amazingly, considering it's an uphill blast to turn one and ripped to perfection like the male cast-members of *Geordie Shore* (that's what The Bear told me to say anyway), Banks Browne and his 250F are right there on his back wheel along with yokel hero Alex Snow, Anderson and Buildbase CCM's team-mate terroriser Stephen Sword.

While Whatley steams off like a scalded cat,

Sword sneaks ahead of Anderson and EBB as Snow has his hands full with a charging Shaun Simpson who gets a terrible drive from the gate on the LS Motors Honda. With Swordy and Anderson battling hard for second the opportunity for K-What to slip away unnoticed is there but a dreaded dose of arm pump sees the #227 slip back into the clutches of the chasing pack where Anderson's quick to make a move for the front.

Once Brad's ahead it's all over for the others. Anderson claims the moto win ahead of Simpson who charges all the way to the chequers to snatch second ahead of Whatley, Sword and Snow. EBB's first of the 250Fs some 14 seconds ahead of Mel Pocock in second who himself has twice that advantage over third-placed MX2 runner Neville Bradshaw.

It's Snowy who yanks the holey in moto two ahead of Banks Browne and Simpson while Ando's mired midpack. Sword sneaks through into an early lead as Brad battles by the Proppa.com KTMs of Barr and Parker, Snowy's Lanes Kawasaki, EBB's two-fiddy-eff and Woody's wed wide before setting about reeling in the other SS's Bolton bitsa.

The scrap between the two former British champs is immense. "I caught Swordy up and passed him then made three big mistakes in one lap," says Ando afterwards. "I nearly came off and Steve passed us back. He was controlling

the race and then he made a big mistake."

"I thought I had it in the bag because I had all the good lines," reckons Swordy. "But then I blew it. I went over a rut and he came back past me."

With that mistake the result is settled – another win for Ando. Swordy scrapes second ahead of Simpson while Snow edges out Whatley to come home fourth. Banks Browne claims another comfortable MX2 class win ahead of Pocock who's chased across the line by Samsung Yamaha's consistently inconsistent Ray Rowson.

Of course, the RBPN weekends aren't just about the 40 four-poppers in the Pro class as the full-throttle festivals also accommodate sweet-smellin', sublime-soundin', two-stroke action n'all. Saturday's Open class battles are frickin' awesome with Stuart Edmonds, little Matt Moffat and Daniel Arnold trading wins like they're Pokemon cards. At the end of it all Arnold's 2-2-1 seals the deal ahead of Moff's 3-1-2.

Sunday sees the 125s fire into life where the Yamahas of Luke Remmer and Jon Pettitt battle it out with Jim Davies' TM and Ben Howell's KTM for supremacy. Despite being a big old boy Remmer comes out on top by running 1-2-1 on the day to claw back the gap between himself and series leader Pettitt to 19 points. Pettitt's 3-1-2 card is good enough for second overall while Howell runs 4-3-3 to snatch the final podium position.

Paul Edmondson gets
on the gas at Manor Farm
– the former world
enduro champ is still
seriously fast

FIGHT CLUB!

SAGAR AND EVANS COME OUT SWINGING AS DK'S ABSENCE THROWS BSEC WIDE OPEN...

Photo by Nuno Laranjeira

The closest racing action so far this season plus a few surprise results are served up at rounds seven and eight of the Husqvarna ACU British Sprint Enduro Championship as the penultimate stop of the 2011 tour calls in at Manor Farm in Northants.

With a shorter track than at all previous rounds of the 2011 series the course – which offers everything from fast, flowing fields to tight and technical extreme sections – calls for maximum attack from start to finish.

KTM-mounted Tom Sagar's one rider who attacks, setting the pace at the start of round seven and going on to top the Elite class as he homes in on the championship title that's up for grabs now Knighter's out of the reckoning. Remaining rock steady throughout the day and never headed at the top of the Elite class, Sagar picks up the maximum points having kept Greg Evans half-a-minute behind him.

"Hard pack's not normally my cup of tea but I

rode well and my bike worked great so I was able to get ahead and stay ahead," comments Tom. "I don't seem to be able to carry my pace from the morning over into the afternoon which is a bit of a problem but apart from that it was a great day."

Unable to hang onto Tom but comfortably ahead of third placed rider Si Wakely, Greg Evans picks up the Elite runner-up spot at round seven – making up for his double DNF at rounds five and six. Another rider to see his pace drop off during the closing stages of the day, Greg nevertheless manages to claim an important runner-up result.

As the first two-stroke home, Husaberg's Si Wakely has to fend off former world champion Paul Edmondson throughout the day. With just four seconds separating the two riders at the finish there's never more than a few seconds between them at any stage of the day and although it's Edmondson who finishes best on the day's final test it's Wakely who

gets the result.

Winning the opening three tests of round eight, it again looks like Sagar's going to be the rider to beat. But as the day moves on Evans challenges his lead ensuring a final lap showdown. With Tom holding a slender advantage Greg puts in his best ride of the day to claim the win by a single slender second.

"It's been a great weekend for me. The first day started well and I was putting in some good times and things were really close between myself and Tom," says Greg. "But I went off the boil a little during the final few tests and Tom managed to get ahead to grab the win. I felt good all day at round eight and although I made a few mistakes I was five seconds down on Tom going into the final test. I gave it everything and got a near perfect lap. I managed to win by one second so I'm really chuffed."

With Greg and Tom reversing the finishing order of the top two from round seven, Si again



SERIES STANDINGS

ELITE CLASS

1	Tom Sagar	KTM	134
2	David Knight	KTM	117
3	Si Wakely	Husaberg	105
4	Greg Evans	KTM	101
5	Daryl Bolter	KTM	100
6	Paul Edmondson	KTM	84
7	Jamie Lewis	KTM	50
8	Mark Roberts	Kawasaki	45
9	Lee Edmondson	KTM	45
10	Gavin Houson	Husaberg	42

EXPERT CLASS

1	Tyson Maytom-Jones	Husaberg	129
2	Wyn Hughes	Husqvarna	127
3	Oliver Hart	KTM	121
4	Richard Ely	Husaberg	88
5	Steve Hunt	KTM	86

UNDER 19 CLASS

1	Ben Burrell	KTM	148
2	Jamie McCanney	KTM	131
3	Steve Holcombe	KTM	106
4	Jordan Scott	TM	93
5	Joe Jones	KTM	91

UNDER 23 CLASS

1	Danny McCanney	Gas Gas	157
2	Alex Rockwell	Husaberg	129
3	Jonny Walker	KTM	86
4	Ashley Wood	KTM	83
5	Lewis Belfield	KTM	76

places third with Daryl Bolter fourth. Fifth goes to Carl Nunn who makes a one-off appearance and after a tough opening day during which he suffers punctures and arm pump he sets an impressive pace at round eight, getting better and better as the day wears on.

"It's been a bit of a baptism of fire but I've really enjoyed myself," comments Carl. "I got right into things on the second day and each lap went better than the one before. I started getting close to the guys at the top of the Elite class which I was really pleased with. I liked the format. It was a little strange to get into at first but on day two I felt like I could really push hard. A load of people helped me out over the weekend which was cool. Yeah, I've enjoyed it and hope to do another sometime soon."

The Under 23 class sees Manx duo Danny McCanney and Alex Rockwell setting a pace no other rider can match with Gas Gas-mounted McCanney winning round seven and

Husaberg's Rockwell round eight. As well as taking the overall in the U23 class at round seven, having topped each of the day's eight timed special tests Danny also ends the day as the second overall fastest rider, placing just three seconds behind Elite class winner Sagar. Behind McCanney, Rockwell grabs the runner-up spot in the dying stages of the day by just two hundredths of a second following a mistake by Jonny Walker.

With Matt Moffat and Lewis Belfield fourth and fifth the top E1 spot goes to Ashley Wood before he opts to tackle the E2 class for round eight. Finishing one position better off in the overall U23 classification, Ashley places fifth behind Walker, Moffat, McCanney and Rockwell.

"Both days went well, but I couldn't touch Danny to start with," explains Rocky. "Winning round eight was great. I finally managed to beat Danny which wasn't easy. I'm sure he'll be back stronger than ever at the final two rounds of the

series but I'll be giving everything there to try and get another win."

Sprint enduro rookie Nathan Watson grabs the Under 19 class win at round seven, putting in a great showing despite his lack of experience. Setting some seriously fast test times towards the end of the day he finishes comfortably ahead of Aussie Ben Burrell in second. Jamie McCanney, the rider to beat in the U19 class leading up to the Northants event, makes too many mistakes to challenge for the win and places fifth behind Steve Holcombe and Jordan Scott.

With Watson not riding at round eight Burrell claims the win half-a-minute up on McCanney who manages to remain upright and enjoys a much better day. Steve Holcombe claims third as he did at round seven, followed home by Jack Rowland and Joe Jones.

The Expert class sees Oliver Hart and Wyn Hughes win a round each as the pair continue their tight battle for the title.

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RAGE

A motocross rider wearing a black and white checkered jersey and a helmet with goggles is performing a wheelie on a dirt bike. The bike is orange and black, and the rider is holding the handlebars with both hands. The background is a clear blue sky and a dirt track with some spectators in the distance.

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Josh Gilbert leads into the first turn as Fraser Viner takes the inside line



From left Leo Kessell, Callum Jago and Ryan Mundell



Jack Carpenter and Ryan Tanner slug it out for the holeshot

BSMA BIGGIES!

CORSHAM MXC

DIRECTORS: CHERYL PHELPS, ANDY HICKEN AND CHRIS POMPHREY

COMMITTEE: NAT FERRIS, MEL DAVIS, NICK CRYER, JOHN CRAWLEY, DAVE STONE, KAREN JONES, STEVE AND TRACY WESTON.

Back on April 24, slap bang in the middle of a dry spell, Frocester in Gloucestershire was my destination for the latest Club Sandwich report. Corsham MXC were hosting round four of their club championship – the meeting also a BSMA qualifier. The dry conditions put big smiles on faces all around initially but ultimately they proved problematic with dust becoming a real hazard. The course had been thoroughly watered the previous day but to little effect on the super-hard ground.

As racing got under way the fast straight claimed AMX rider David Kelly – the air ambulance had to be called and a longish delay resulted. Kelly's unplanned air travel had little to do with the dust but following one full block of racing the curtain had to come down on safety grounds. There was no real choice or indeed argument with the final decision and everyone accepted this is just how racing is sometimes.

In the action that did take place Louie Kessell claimed a cracking cadet race win, getting the better of a quality field that included Jack Scally, Toby Potter and James Rowe. In the 65s Ryan Tanner snatched a clear win as Dan Roberts beat off the attentions of Jake Parker for second place.

In the Smallies there was a touch of girl

power as Lucy Calvert stormed out of turn one in first place but she was soon overhauled by eventual winner Jack Roberts. In the chase for second and third Corey Coombes out-witted Bradley Rowe with Joe Eiffert in fourth. Guest rider Josh Gilbert put in a quality ride on his new KTM to win the BW thrash as Loukas Maggio nailed a comfy second place finish. The scrap for third was fast and furious all the way into the final turn where Luke Dark got the nod as Tyrone Cleaver went AWOL.

In the Senior division they were literally turning riders away at signing on – Bradley Wheeler proved to be top of the class, fighting his way to the front on the opening lap. In his dusty wake Olly Jones placed second with a real fire fight taking place for third. After swapping places a few times Sion Talbot eventually nailed it with Toby Stewart-Williams a fine fourth.

Wiltshire-based Corsham MXC were formed in 1967. From a very humble start point of racing on flat tracks marked out with sticks and tape they expanded to such a size that by the end of the '90s it was necessary to book in at the end of one meeting simply to assure your place on the startline at the next.

Over the years many high profile riders have passed through the CMXC paddock including Neil Hudson, Alan Brown, Mike Church, Mark

Hucklebridge, Tom Brown, Tom Church, James Dodd, Jordan Booker, Clint and Elliott Barrs, John May, Josh Waterman and Brian Wheeler to name but a few. Many of these guys actually began their careers with Corsham and some still ride with them from time to time.

From that late '90s highpoint the club shrunk in the following years, typically existing on entries of 70 to 80 riders with committee members often digging deep into their own pockets to keep the club afloat. At this present moment however it's total transformation with Corsham well and truly back on the map and now the biggest club in the BSMA.

In an effort to keep the momentum on the upward curve the committee asked the membership a few years back what they wanted to improve the club. Better tracks, no marshalling and transponders topped the wish list.

Club director Cheryl Phelps explains...

"We have acted on what we were told providing good tracks and marshals for a couple of years now. The transponders will be introduced during this season with a 'go live' date of Jan 1 2012 – after that all Corsham events will be transponder only via the Mylaps system.

"Riders will have the option of buying a flex transponder or a personal one and in order to spread the cost we will be offering the facility to

Jack Jones



SPOTLIGHT ON... JAMIE McCANNEY

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Lifting the BYMX 65cc crown in '05 was a great start to his MX career and 2007 also proved to be a gold-laden year when Isle of Man teenager Jamie McCanney won the inaugural Red Bull Elite Youth Cup SW85cc title.

In fact it could and maybe should have been a magnificent double celebration that term as Jamie finished fourth in the '07 ACU Smallies series with one round missed following a pushbike accident. The following three seasons have also been pretty unlucky ones – generally injury interrupted – and frustrating times for sure.

But this year 17-year-old Jamie is back with a real flourish and currently knocking on the door in three separate competitions in two different disciplines – MX and sprint enduro. I don't know what it is about the IOM and enduro success but following in the footsteps of multi-world champ David Knight, his good mate Alex Rockwell and, of course, his older brother Danny, Jamie is now making a clear and impressive mark in the BSEC series.

BSEC denotes British Sprint Enduro Championship and at the opening three rounds Australian sensation Ben Burrell took the major plaudits for his superb winning efforts. Undeclared at that point Burrell naturally topped the table – Jamie, meanwhile, was finding his way in the new discipline and carded fifth, third and then second place finishes.

At rounds four, five and six however there was absolutely no stopping the super-charged Manx youngster. Jamie fully stepped up to the mark, claimed all three wins and elevating himself into a challenging second place overall.

The battle for supremacy among the young

guns in the U19 class continues and going into the penultimate weekend just eight points separated Burrell (111) and McCanney (103). Irishman Jordan Scott (80) had pushed his TM into third overall followed by Steve Holcombe, Jack Rowlands and Joe Jones.

Rounds seven and eight took place at Manor Farm, Northants, at the end of May. Over the full course of the weekend Burrell was only bettered in the U19s class by Jamie's best mate Nathan Watson as he took the round seven win with a brilliant and masterful display. Burrell finished in second with Jamie in fifth. Round eight the next day saw Jamie back in a much better groove as he placed second overall – but it was that man Burrell again extending his series lead and removing any real championship pressure with the win.

Surely only complete calamity can rob Burrell of the title now – but Jamie still holds a strong second place.

Back on the MX circuit with three rounds down in the BYMX series and with a brace completed in the EYC championship Jamie sits fourth in the ACU competition and third in the Red Bull action. Consistency has been the name of the game so far with no actual heat wins although he came oh-so close at Duns for round three of the BYMX.

When I quizzed Jamie as to which sport he enjoys the most right now it's obvious his first choice is MX and that enduro is just a bit of fun. But fun or not, with big bro Danny ripping it up in the U23 section both here and in Europe it makes Rage wonder if this enduro lark is possibly the long-term future for both McCanney boys.



Girl power from Aaliyah Hubbert

purchase on instalments through the club. We also recognise that many of our members compete on a shoestring – to that effect we aim to have a travel distance of around one hour from Bristol. We only have one or two venues which are a bit further afield.

"On the subject of tracks I would also like to mention our sub committee who take all the equipment from track to track, the start team and track builders – they are all essential to smooth running. We are renowned for the expert medical care that we provide with every event covered by FAST medical services. They have been with us for many years and are regarded as very much part of Team Corsham.

"There will be a presentation where every rider who comes along will be given a trophy marking their season's achievements. Last year Tom Church presented the trophies making a rather touching comment that nothing is too much trouble for the Corsham club. It's where his career started and he fondly remembered riding around a frosty track at Keynsham in mid winter on his 125cc machine, his mum Paula lap-scoring and dad Mike helping out on the circuit.

"Corsham are looking forward to being an even bigger success in 2012 and things are already in place for this to happen."

CS



Jamie's first love is MX but he's showing himself to be pretty useful at sprint enduros too...



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BSMA GET THUMBS UP...

With six dedicated youth classes all the way from Auto to Senior 250F – and that also includes a 125cc championship – this year's BSMA GT Cup already wins the 2011 box-ticker award. And if you're centrally located and don't happen to fancy too much travelling it's definitely a more bang for you buck, win/win situation.

The opening round at Wilden Lane drew a few adverse comments, especially from online keyboard warriors when the course cut up rough – accidents happened and the programme had to be cut short. The silent majority seemed quite happy however and with a few modifications to the race programme round two at Wildtracks went off pretty much hitch and glitch free.

With 38 races on the weekend card it's a massive programme to get through so Rage decided to go for a round three nosey. Wroxton was the destination and going into the event having won both the previous rounds James Hyett led the way in the Auto section. Harry Kimber on the Twisted 7 Kwacka held a commanding lead in the 65s and unbeaten Super Sid Evans topped the Smallies class. Jack Gardner on the MX World Honda held sway in the Biggies, Ben Howell was cruising with maximum points in the smoker class and rising rookie Tommy Alba had marginal clear water at the top of an ultra-tight Senior pile.

The sweeping hillside circuit at Wroxton is an impressive initial sight – as is the sparkly brand new electronic scoreboard illuminating the

paddock. With over 230 riders signed in that's also mighty impressive.

In the Auto section Hyett carries on where he left off at round two, relentlessly marching towards the national crown. Carding three wins and a brace of second places, James increases his series lead as seven-year-old Louie Kessell and Joel Rizzi claim the other two heat wins. Rizzi goes on to finish in third overall as Jack Scally takes a really confident silver.

It's totally brilliant to see a virtually full line of 65s but it makes little or no difference to Harry as he cards four more race wins, blasting his way to a third overall win on the spin. The other heat win goes the way of Jayden Murphy and he's fully-pumped with his effort. Jayden's also runner up in heat one and only a busted clutch in race four spoils what would have been his best career result. Brooklyn Evans nails down second overall with Harry Wichman in third, Jack Booker fourth and Perry Galloway fifth.

Pre event Sid Evans hadn't spilled a single SW point but that record soon goes as Michael Ellis takes the heat one win. Honda-mounted Ellis goes on to card 1-2-1-1-2, taking the overall glory and reducing his championship deficit but only by a mere two points however as Sid goes 2-1-2-2-1. Twisting every last bit from his Kawasaki, David Keet grabs third overall, just getting the vote over Tommy Schofield in fourth.

In the BW section Jordan Bachelor and Jack Gardner share the wins – 3-2 in Gardner's favour. But a slip in heat four costs Gardner dear

as Bachelor takes the round three win by just four points. Conrad Mewse claims third overall – his weekend highlight a brace of seconds on day one. Curtis Blamey does well to finish in fourth with his old spare engine in place as Rob Holyoake hits fifth and Josh Coleman sixth.

Just like Sid Evans, Ben Howell also loses his perfect win record when David Sweet takes the chequered flag first in the third 125cc smoker clash. Howell makes little mistake otherwise to go 1-1-3-1-1 but he's fortunate to win race four when Corie Southwood bails out heavily from what looks like a certain victory. Southwood's detuned for the rest of the meeting and goes home with a suspected broken wrist – tough luck for a guy in sensational form.

In an entertaining class Sweet finishes as a strong runner-up with Connor Pearce always in the picture taking bronze.

Oakleaf Kawasaki rider Tommy Alba starts the weekend as series leader in the Senior class but a poor day one by his standards leaves the door open for Jay Thomas. Thomas runs 1-2-1-4-3 and that's good enough for the top step of the podium and the series lead. On the second step stands South African flier Damon Strydom with three heat wins, one second place and a growing reputation to his name.

A first race clanger costs him the overall but on best form Strydom is a class apart. Zac Alsop never drops out of the top four and his reward is third as Alba scorches round on day two to grab fourth overall.

SERIES STANDINGS

AUTOS

1 James Hyett 612, 2 Jack Scally 537, 3 Joel Rizzi 519, 4 Sam Davies 475, 5 Luke Williamson 466, 6 Ike Carter 458

65cc

1 Harry Kimber 622, 2 Harry Wichman 565, 3 Brooklyn Evans 508, 4 Perry Galloway 453, 5 Jack Booker 447, 6 Charlie Kent 440

SW85

1 Sid Evans 624, 2 Michael Ellis 566, 3 David Keet 542, 4 Tommie Schofield 539, 5 Henry Siddiqui 499, 6 Alex Walton 465

BW85

1 Jack Gardner 603, 2 Jordan Bachelor 574, 3 Conrad Mewse 547, 4 Josh Coleman 521, 5 Rob Holyoake 488, 6 Robert Yates 459

2S 125cc

1 Ben Howell 626, 2 David Sweet 541, 3 Corie Southwood 533, 4 Connor Pearce 507, 5 Ryan Butler 493, 6 Paul Willis 450

SENIOR

1 Jay Thomas 572, 2 Tommy Alba 562, 3 Zac Alsop 556, 4 Alex Davies 548, 5 Damon Strydom 434, 6 Ryan Fellows 434

Louie Kessell yanks the holey



X-RATED!

XTREME DUNS DUSTDOWN...

Xtreme Academy riders in the UK battled it out for victory in another mini-championship at Duns at round three of the BYMX series as the youngsters raced the new X-box MX game to win an Airoh helmet.

Competition was fierce with lots of fighting talk from the racers who entered the tournament which was organised by the Xtreme Academy set-up solely for its young members. The CRF150R riders, who are usually battling it on the motocross track in the Xtreme Academy Championship which runs alongside the BYMX series, fought each other in some intense heats followed by a semi-final and a final.

Eventual winner after two hours of solid gaming, Robert Davidson – who is leading the Xtreme Academy series in the UK – took home a brand-new Airoh helmet awarded by UK Xtreme Academy representative Mark Reville.

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Fraser (#40) dominates on the Saturday at Landrake but rides too tight on Sunday and misses out on the overall



SHINERVINER!

RAGE MEETS THE BW WARRIOR WHO'S GOING PLACES...

Round two of the Red Bull Elite Youth Cup is an absolute barnstormer of a race weekend. In the Big Wheel class round one was dominated by HM Plant Red Bull KTM UK rider Ben Watson but on the Saturday at Landrake it's Fraser Viner who heads into Sunday as the favourite for the overall with three race wins from three starts.

A few mistakes prove costly on the Sunday but Fraser still comes away with the silverware for second overall. We caught up with him to get his take on how things went...

Rage: You had what appeared to be a perfect day on Saturday – tell us how it actually went for you.

FV: "We went out for qualifying first thing and my footrest broke off on the first lap so there was a mad rush to get my other ones on. I managed to get out for two laps at the end, got in a quick one and qualified in third. When it got to the races I went out and won quite well."

Rage: The track was quite challenging on the Saturday yet you took it all in your stride and nailed three race wins ahead of series leader Ben Watson – you must have been pumped after that performance?

FV: "Yeah, I was proper happy with the first day but I think I put a bit too much pressure on myself for the Sunday and ended up making loads of mistakes and crashing and stuff."

Rage: After Saturday's performance everybody thought you'd be taking home the overall quite comfortably but you think you put too much pressure on yourself?

FV: "I think that as I'd won so well on Saturday I really wanted to go out and win again but I put more pressure on myself than I should have, made too many mistakes and gave up the overall."

Rage: Your 4-11 finishes dropped you to second overall so what happened?

FV: "Just a bit of a nightmare, I came off twice in the first race and twice in the second!"

Rage: I saw you at the end of the weekend and it's fair to say you looked pretty upset...

FV: "Yeah, I was a bit upset with myself! I'd really wanted to take the overall and win them all and I went and ruined it for myself on the Sunday."

Rage: Round three of the Red Bull Elite Youth Cup is Whitby – have you ridden there before?

FV: "No so I'll be the one who has to learn it all in qualifying and put it together for the races. I've been watching some of the helmet cams on YouTube and there's some pretty good jumps there by the looks of it, it looks really good."

Rage: What is your favourite type of track?

FV: "I like technical jumpy tracks where you

have to use your head."

Rage: Are you thinking this track may suit you better than Landrake?

FV: "Yeah, I reckon it will. I like jumps and if it's watered well then it'll be nice and rutted so it'll be the two things I look forward to."

Rage: I'm guessing that you must have recently left school?

FV: "I've left school and I'm now working for my dad during the week so it's not just a one-way thing with him. I help him out at work so he doesn't mind taking me riding."

Rage: That seems fair enough...

FV: "Well motocross is a lot of money isn't it? So if I'm helping him at work and making it easier for him then it shows I really want to do it – maybe more than he thinks I do sort of thing!"

Rage: Is dad your mechanic?

FV: "Yep, we just head off in our van, turn up and ride!"

Rage: How much would it mean to you to win the BW championship?

FV: "It would mean a lot. I know that I'm one of the fastest in the group, I just need to think more of the season as a whole and not round by round, just wanting to win and making mistakes and stuff. It will take consistency."

GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk



CLOSING IN!

BILLY'S BATTLED BACK FROM HIS INJURIES AND IS NOW WITHIN SIGHT OF THE AUSSIE NATIONAL TITLE...

Words by Billy MacKenzie Photo by Matty Muir

So I'm only nine points off the championship lead at this present moment, a lot closer than the last time we talked! I really didn't think I would be so close at this stage in the season considering how far down I was going into round four. I think I was around 45 points behind Coppins at that point but with some good solid results and being smart and riding within my limits I've clawed back a lot.

Murray Bridge was a cool track – rough and sandy – and kinda reminded me of Desertmartin so I loved it and my 1-1-3-1 got me the overall win! I had my first good chat with Josh in all these years we have raced together and it was cool talking MX and Marshfield with him on a completely non-competitive level. Josh has always been a super-focused and hard-working dude so whenever we were at a race together the time never really cropped up to have some banter about the little things in life. Top bloke though and I wish we'd had the conversation sooner.

I got three out of four holeshots and just went with it. I didn't push too hard, just did enough to win the races. I really enjoyed riding that day, everything fell into place perfectly and I didn't try to rush anything – I just let the races come to me. There was one incident where I tried to push the issue a little with my team-mate Dean Ferris and ended up going down. It's those moments that become a frustration. It was the third race, last lap. I had followed Dean the whole race from my only bad start of the weekend. I moved into second and sat behind him the entire time. We had a nice pace going and I felt comfortable.

On the last lap I tried a little harder but didn't go all out and with about five corners to go he made some kinda mistake which made me draw even with him coming into a right-handed flat corner. I had the inside and could easily have pushed the issue for the pass – instead I tried to avoid contact and turn on the flat corner. I drifted across to close the line but Dean didn't let off and we ended up colliding. His momentum carried him through and I got in a swap and went down. What can ya do though? You will never know and that's the frustrating part! Like when Reedy passed Canard before the triple in SX – anyone remember that? Anyway, Canard won the race but Reedy had the better place in the championship.

The next round at Toowoomba was a mudhole but I kept smart and 4-1-3-1 got me second overall! Seriously tough work though – kinda like how Foxhill used to get in the rain but actually worse! They ripped it deep on Saturday and watered it only for it to rain all night and Sunday be wrecked! It was one of those races where you just had to man up and go for it because it most certainly wasn't gonna be fun. The start straight was waterlogged so I chose a gate on the outside which was a bit drier. It wasn't good though and I spent the first two races

battling from midpack starts. I changed my gate for the next two back-to-back races and got two holeshots!

I have been getting some great starts recently, my bike has been working awesome and, like I said last month, it was easy to jump back on and pick up where we left off after I'd healed up so a huge thanks to my team Monster Energy Kawasaki for making me a bike I love. My bike fitness wasn't so bad and I had kept working in the gym and I felt great at both rounds.

It was a big event for the team at Toowoomba since that's where we're based so we had a lot of hospitality and media going on – we even had a DJ in the awning! All the team sponsors were being interviewed on our team video and I think it's great how the exposure of the team is upping the team profile each weekend. It'll be cool to look back on when I remember my time racing over here.

Josh had a DNF at round four which boosted me up there and my team-mate Dean has been riding consistent all season. I'm just really happy I finished all my races at rounds two and three with my injuries – it would have been really easy to pull out with the pain I was in but in the back of my mind I knew if I never gave up I could still get dealt the right cards as the season went on.

I have never really looked up to any riders while I've been racing them. I can honestly say while I admire and respect all of my competition I have never really been a fan of anyone I've been racing as I have always wanted to beat them! But Chad Reed has changed that for me at the moment – he reminds me of when I used to fall asleep watching AMA supercross when McGrath was dominating. I'm definitely keen on finding out how he has done each weekend and watching his style.

I guess I used to watch Everts in a similar way but Reedy really takes me back to my younger days. I think now with Ricky gone it's really helping everyone realise their full potential – especially Chad – knowing there isn't some superhuman little ginger to worry about each weekend! However, the way Chad is riding right now I think he would have something for Ricky. He's full of confidence just like how Ricky was when he was winning.

Plans are in definite motion for the British GP – I'll be bringing my own bike and parts and running under LPE with Bryan. I had the chance to ride CLS but thought it would be better for me to come in a little under the radar and enjoy the weekend while trying my best. It also gives me a chance to work out any niggles at the Duns British championship round with LPE. I just hope I come home Aussie National champion!

Oh and I didn't get my boat – I was advised against the idea by Troy's dad Vinnie (who used to own a boat) so I thought I'd respect the elder's view and just kit my little riding van out for the time being.

BD 12/11

ONE DOWN ONE TO GO



Lesser men would be sitting by the pool enjoying the attention and accolades that go with winning the championship.

Lesser men would be thinking about what they're going to spend their bonus check on. The new ride, the new house, the new whatever.

Lesser men would say no to grinding it out in the gym, the early morning road workouts, the relentless conditioning and the countless practice laps.

Lesser men would be done.

Not Ryan. It's less than a week since he captured his first Supercross title and he's out hammering laps. Why? Because he knows that his work is only half done. He knows that if he puts in the work and keeps his focus he can have more. He can reach heights that lesser men will never attain.

Congratulations Ryan. You're halfway there.







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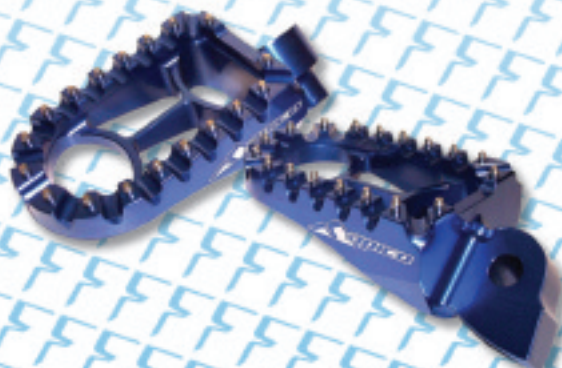
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